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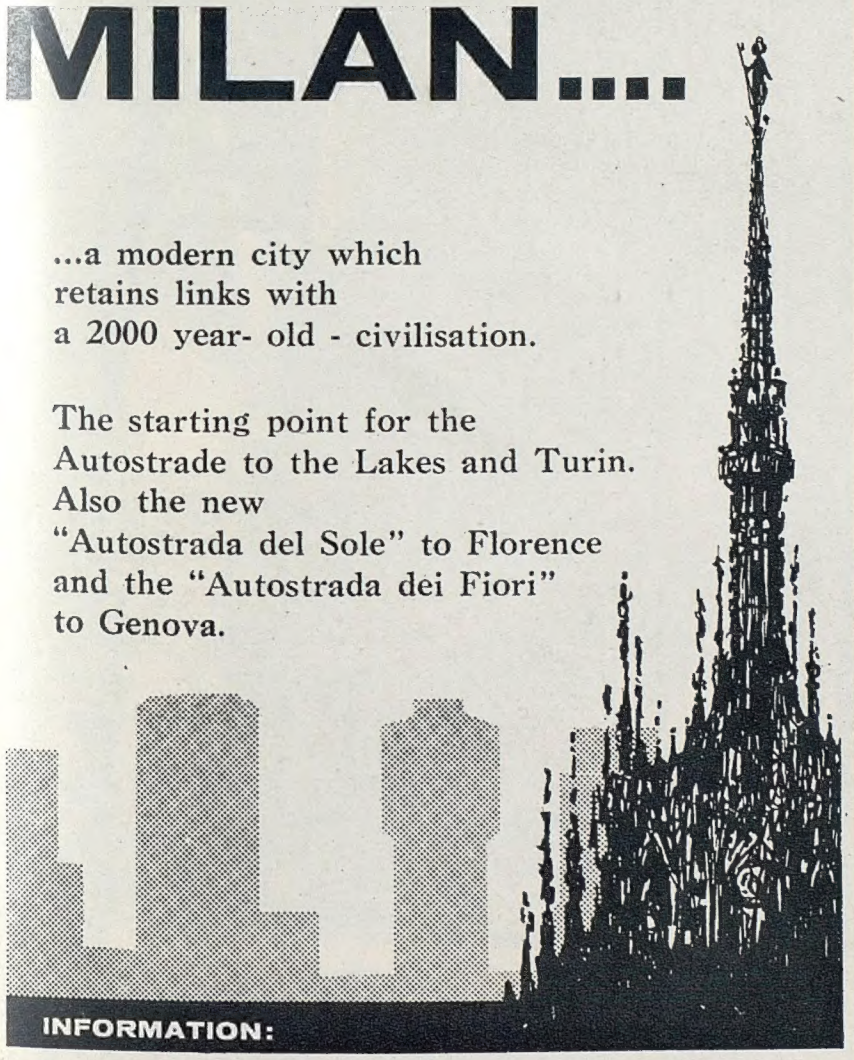

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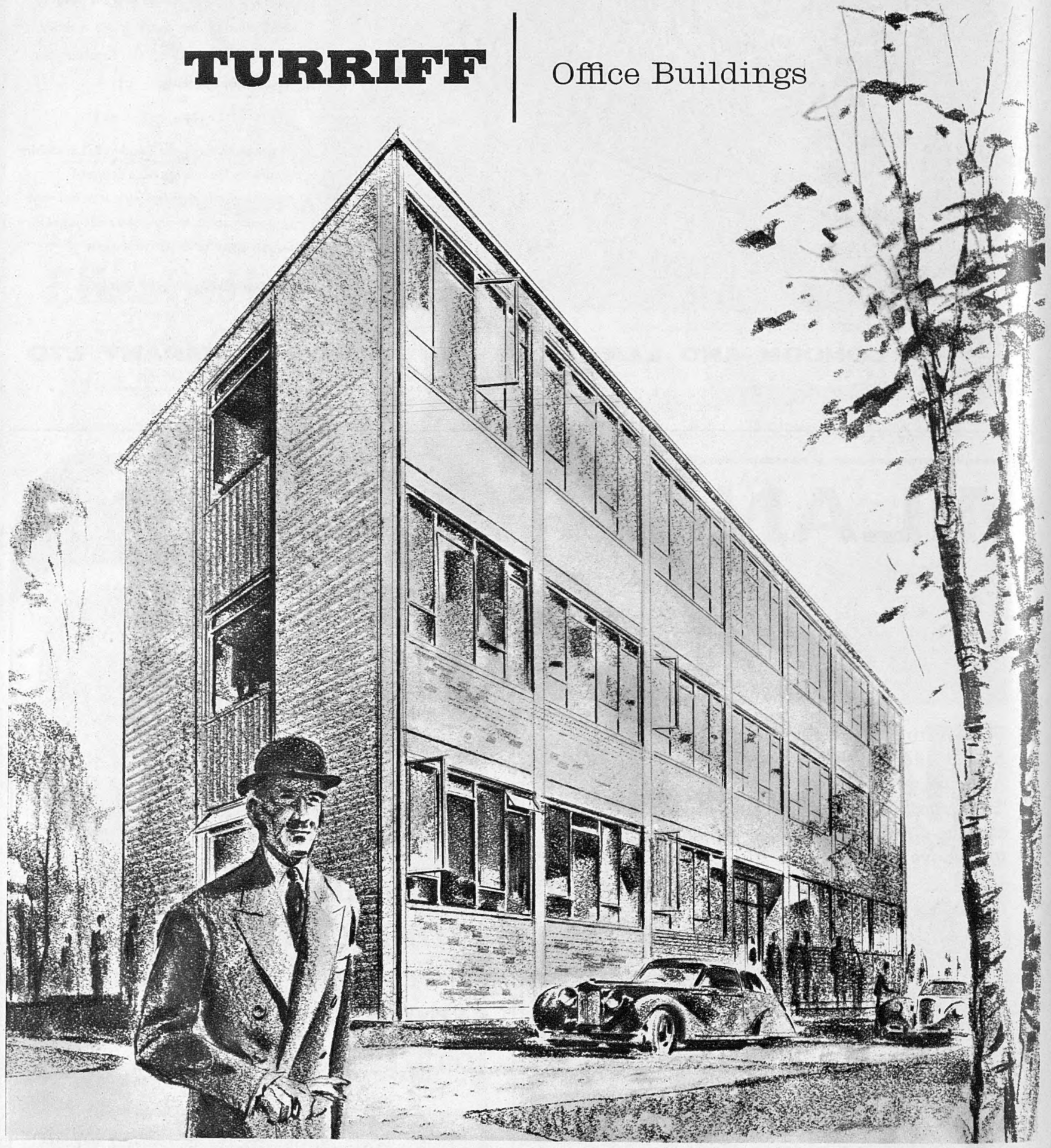

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THE SPHERE

LONDON, August 19, 1961

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GERMAN RECCE IN WALES

Officers of the 84th West German Panzer Battalion, making a reconnaissance of the tank range on the Welsh coast in preparation for the battalion's arrival on September 9 for three weeks' training in Britain, stand in front of a Churchill tank, named Winston. Flanking Brigadier C. J. Beckett, Brigadier, R.A.C., Western Command, are, left, Lieut.-Colonel A. G. Kraus, the West German Military Attaché in London, and Lieut.-Colonel Karl-Wilhelm von Kleist, Commanding Officer of the 84th Panzer Battalion. The party of West Germans last week visited Merrion camp and the Castlemartin tank ranges in Pembrokeshire. About 400 men of the battalion with their tanks will take part in the training exercises. Duplicate signposts are being painted in German for the tank ranges. In West Germany, the battalion, stationed at Schlieffen Barracks, Lüneburg, has been carefully briefed on the pitfalls for foreigners in Britain—including the mysteries of the monetary system. Lieut.-Colonel von Kleist spent two and a half years in prisoner-of-war camps in Britain

NEWS SUMMARY

Talks resumed on Laos; wages freeze in Britain; U.S. and Cuba exchange hi-jacked property; the troubles in Northern Rhodesia; Kenyatta released; Arab troops to take over in Kuwait

INTERNATIONAL

While the world's attention was concentrated on the extremely grave situation in **Berlin** (see pages 264 and 265), two international conferences resumed their meetings in **Geneva** last Monday. Mr. Malcolm MacDonald, leader of the British delegation and joint chairman, presided over a session of the fourteen-nation talks on Laos. One of the main problems was to decide what powers should be given to the International Control Commission of Canadian, Indian and Polish representatives in Laos to ensure that they can effectively supervise the withdrawal of foreign elements who have been assisting the various factions fighting each other in the country. The conference was also expected to continue drafting its detailed declaration on the future of Laos.

The other resumed meeting in Geneva was of the three-power conference between Britain, the United States and the Soviet Union on the banning of nuclear tests.

GREAT BRITAIN

The Chancellor of the Exchequer last week made a statement in **London** that Civil Servants were not to get wage or salary increases until at least next spring even if any awards were made by the arbitration tribunal. Mr. Selwyn Lloyd was speaking to the union leaders representing 650,000 non-industrial employees and 300,000 Government industrial workers. His statement met stiff opposition from Union Leaders. It was described as "grossly unfair."

THE UNITED STATES

The United States airliner seized last week by a French gunman, who made the pilot fly it to Cuba (see caption to picture on page 263), was returned to the U.S.A. on the orders of Dr. Castro. The gunman was arrested and held in **Havana.** This was the fourth instance in less than a month of gunmen either forcing pilots of U.S. airliners to fly them to Cuba or attempting to make them do so. Last Monday it was announced that an Eastern Airlines Electra, hi-jacked to Havana on July 24, was to be returned to the U.S. In exchange the U.S. Government would send back a Cuban patrol boat in which three Cuban defectors had reached the U.S.A. on July 29. The U.S. and Cuban Governments had also agreed that severe penalties be imposed on hi-jackers as "the most effective method of stopping these piratical acts."

Major Titov, the Russian astronaut, receives a tumultuous official welcome at Moscow Airport after his epic space flight in orbit round the earth. Mr. Khrushchev walks beside him, carrying the astronaut's bouquet, and extreme left is Major Gagarin, Russia's first space hero

RHODESIAN FEDERATION

A wave of sabotage and acts of violence struck the Northern province of Northern Rhodesia. By last Monday it was reported that at least eight Africans had been killed in the disturbances. For many miles the main road linking Southern and East Africa was blocked by felled trees and burnt bridges. The origins of the disturbances were obscure. They were disclaimed by Mr. Kaunda, of the leading African party, the United National Independence Party. He believed they were not organised (unlike the parallel disturbances in the Copperbelt). Mr. Kaunda arrived in London last weekend to make "a last appeal to the British public" to help in providing a new Constitution for Northern Rhodesia. He said that "a very, very sad situation" was likely to develop.

Shortly before his release from Maralal, Jomo Kenyatta broadcasts an appeal to the people of Kenya to remain calm and orderly, and be dignified when he is set free

Also in London was Mr. Joshua Nkomo, the leader of Southern Rhodesia's African Nationalist movement. He was reported as saying that the African opposition had no other course but to implement their plans to disrupt industry. He claimed that one reason why African majority opinion had been ignored in favour of Europeans in Southern Rhodesia was the concern for the needs of industry.

In Nyasaland, the result of the General Election last Tuesday was regarded as a foregone conclusion for Dr. Banda's Malawi Congress Party. The voting was to elect members of the new legislative council, from whom were to be drawn the unofficial members of the Executive Council. This consists in the first stage of five official and five unofficial members. Of the latter three come from the lower roll members of Legislative Council and two from the upper roll.

KENYA

Jomo Kenyatta was released early on Monday morning from Maralal, where he had been living under restriction, and flown to Gatundu, near Nairobi, to the house built for him by the Kenya Government. Some restrictions were being maintained on his movements for a few days because of the vast crowds expected to gather to welcome him. On Sunday last, African leaders had appealed to their followers to remain calm when Mr. Kenyatta was set free. He was imprisoned for complicity in the Mau Mau terrorism in 1953. In 1959 he was let out of prison but his movements were restricted.

KUWAIT

Abdul Khalek Hassouna, the Secretary-General of the Arab League, told a Press conference in Kuwait last Sunday that the Sheikh had requested Britain to withdraw her forces. This step had been taken because agreement had been reached among the members of the Arab League for an Arab force to replace the British. The League was pledged to preserve Kuwait's independence and territorial integrity, and any attack on Kuwait would be regarded as an attack on the League. However, it was generally expected that the British would remain in the Sheikhdom until the beginning of next month, as some little time must elapse before all arrangements can be completed for the formation and despatch of the Arab force.

SOUTH AMERICA

Broadcasts in many parts of Argentina were interrupted last week by announcements from a self-styled revolutionary junta that they had taken control and that President Frondizi had been overthrown. Apparently groups of men from the local air force base at **Colon** had seized the central communications control centre. After the broadcasts the rebels surrendered. It was believed that the demonstration was organised by extreme nationalists who have been particularly incensed by the Inter-American Economic Conference at **Punta del Este,** in Uruguay.

The conference was expected to end this week. Proposals were that the U.S. should offer well over £357,000,000 in aid to the South American states by spring next year. Much of the administration would be organised through the Organisation of American States, the Inter-American bank and the U.N. Economic Committee for Latin America. One clause which has provided controversy has been for a control committee to administer the economic proposals. Nationalists in Argentina have bitterly attacked their Government policy, which they claim is the cause of the country's economic difficulties.

CONGO

A report was issued on August 12 by the United Nations on its first year of technical assistance to Congo. It states that although much remains to be done the U.N. has been able to keep hospitals and health services going, maintain transport communications and start a public works programme to relieve unemployment. The departure of the Belgians in July of last year meant that few properly trained Congolese were available to run the essential services. The U.N. is now concentrating on a programme of training which will remedy this.

At present the U.N. has some 750 technical experts in Congo, drawn from many nations. They are under the direction of Sir Alexander MacFarquhar, who was in the old Indian Civil Service and has held U.N. technical appointments in Pakistan and the Far East.

THE NEWS IN PICTURES

ROYAL VISIT TO NORTHERN IRELAND—THE QUEEN AND THE MAYOR OF BANGOR

AT BELFAST THE QUEEN ADMIRES A PORTRAIT OF HERSELF

HER MAJESTY AT AN IRISH LINEN FACTORY

On the second day of the Queen's visit to Northern Ireland, she walks with Alderman C. A. Valentine, the Mayor of Bangor. Accompanied by the Duke of Edinburgh, Her Majesty had arrived in Northern Ireland on the previous day in the Royal yacht *Britannia*. At Carrickfergus Harbour, she was received by Lord Wakehurst, Governor of Northern Ireland, Viscount Brookeborough, the Prime Minister of Northern Ireland, and Viscountess Brookeborough. During the day the Queen and the Duke of Edinburgh visited a number of factories. On the following day they spent the morning at Harland and Wolff's shipyard, while the Prince of Wales and Princess Anne picnicked at Strangford Lough. In the afternoon the Duke of Edinburgh took part in the Royal Ulster Yacht Club regatta, sailing in *Cowslip*. At the end of the visit the Royal party sailed for Scotland in the *Britannia*. Last Sunday they made a surprise visit to the small Scottish village of Achiltibuie, in Ross and Cromarty, where they went fishing. *Britannia* reached the Moray Firth last Monday, and the Queen and Prince Philip set out on a 150-mile tour of Banff, Moray and Nairn before going to Balmoral for the summer holiday. There they, and their two elder children, joined Prince Andrew, Princess Margaret and Mr. Armstrong-Jones. Princess Anne celebrated her eleventh birthday last Wednesday and Princess Margaret will be thirty-one on August 21

BRITISH AIR DISASTER IN NORWAY

Norwegian rescue workers move among the scattered wreckage from the Cunard-Eagle Viking airliner which crashed near the summit of the 1,800-ft.-high Holtaheia mountain, 21 miles north-east of Stavanger, in Norway. In the tragic disaster last week, thirty-four schoolboys from Lanfranc Secondary School, Croydon, two masters and the crew of three were killed. The plane was on a charter flight from London to Stavanger. When radio contact with the aircraft was lost, it was coming in on an instrument landing in a strong wind with mist and cloud covering the mountains. It was some time before the wreckage was found by a Norwegian Air Force helicopter. The Queen sent a message of sympathy to the parents of the children who were killed. Officials of the Ministry of Aviation, led by Mr. Norman Head of the accident investigations branch, left London to join an immediate inquiry into the causes of the tragedy

Aircraft of the Helicopter Wing of the Royal Air Force Central Flying School fly in formation over the English countryside. Fourteen helicopters made the journey together from their former base at R.A.F. South Cerney in Gloucestershire to a new base at Tern Hill in Shropshire. The unit, which was formed at South Cerney in 1954, was given Wing status in June this year. It is equipped with Sycamore, Whirlwind, Skeeter and Dragonfly aircraft. Its task is to train students in elementary helicopter flying for the Royal Navy, the Army and the R.A.F.

A FORMATION OF HELICOPTERS OVER A TYPICAL ENGLISH LANDSCAPE

At the garden party held by the "Not Forgotten" Association in the grounds of Buckingham Palace, the comedian Harry Secombe (centre), is with two of the guests, Mr. John Burton of Bristol, and Mr. George Foot of Harrow. Mr. Secombe took part in the cabaret at the garden party attended by the guests, disabled ex-servicemen from hospitals and homes in Britain

AT A GARDEN PARTY AT BUCKINGHAM PALACE

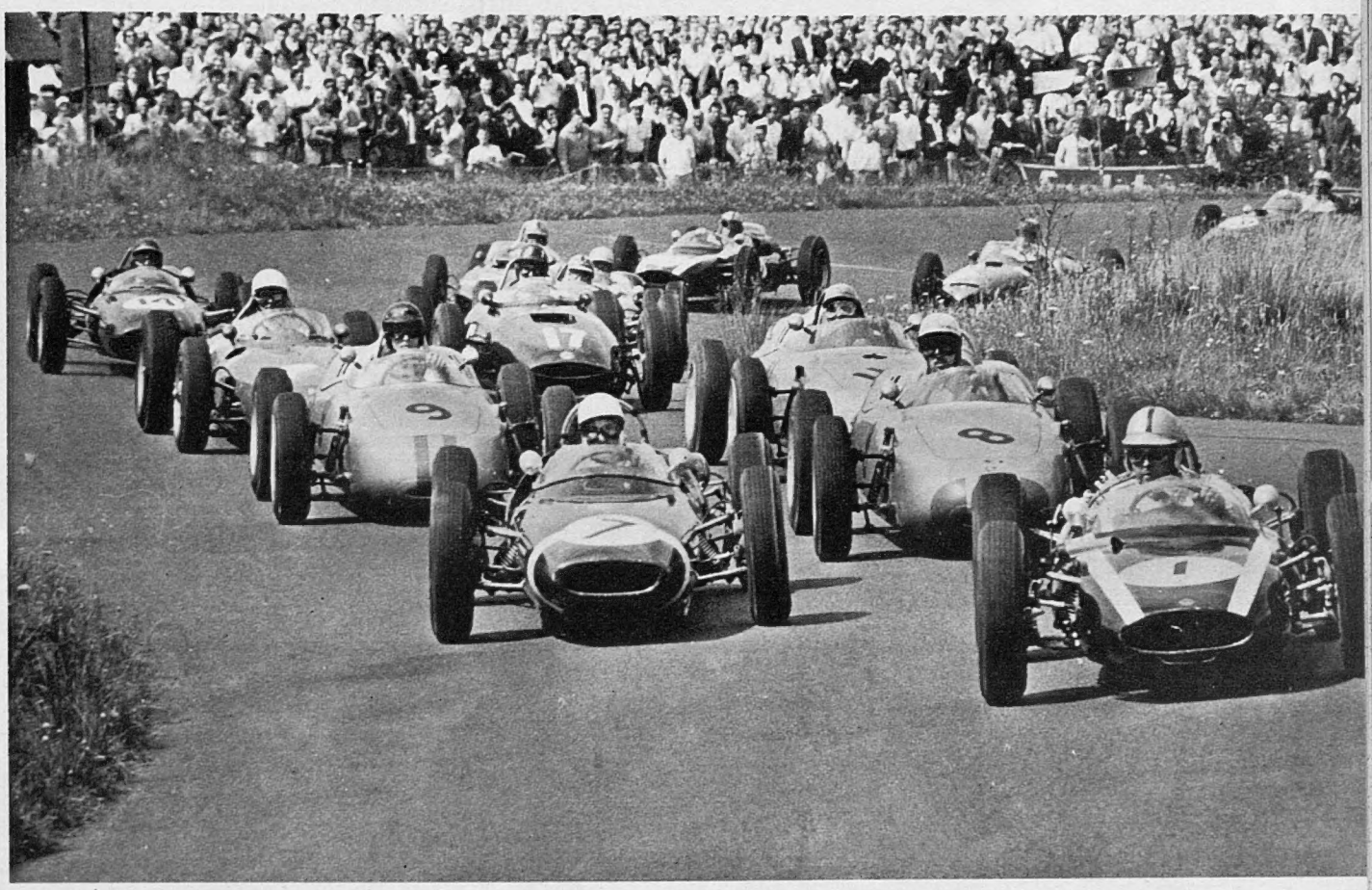
Far Right: Lieut.-General R. Bray inspects the band of the Gloucestershire Regiment during the ceremony of his arrival at Headquarters, Southern Command, Wilton, near Salisbury. Last week he took up his appointment as General Officer Commanding-in-Chief, Southern Command. He was formerly General Officer Commanding, Land Forces, Arabian Peninsula. He succeeds Lieut.-Gen. Sir Nigel Poett, now C.-in-C. Far East Land Forces

APPOINTED TO THE ARMY'S SOUTHERN COMMAND

A NEW BRIDGE IN LONDON'S EAST END

A new swing bridge has been built for British Waterways and the London County Council to carry Narrow Street, Stepney, over the ship-lock entrance to Regent's Canal Dock. The bridge was opened by the chairman of the L.C.C., Mr. Harold Shearman, at the beginning of August. It is the first of its kind in Britain to have its own system of continental-type road barriers and twin flashing lights. Over 130 ft. long and 32 ft. wide, the swing bridge enables traffic passing between the City and West India Docks to use Narrow Street as an alternative route to Commercial Road

THE NEWS IN PICTURES



STIRLING MOSS'S EPIC VICTORY IN THE EUROPEAN GRAND PRIX ON THE NÜRBURGRING

Jack Brabham, right, in the new V8-engined Cooper, leads the field on the opening lap of the Grand Prix of Europe held on the German Nürburgring. Following him are Stirling Moss, left, in Rob Walker's Lotus, and Bonnier in one of the works-entered Porsches. A crowd, estimated at over 300,000, lined the tortuous fourteen miles of the racing circuit, to see Stirling Moss lead from the first lap to the end to win the race. His Lotus develops less power than the Italian Ferraris, which have dominated motor-racing this season. But Moss, by driving skill on the most difficult of circuits in Europe, managed to hold off the Italian cars. Two of the Ferraris, driven by Wolfgang Von Trips and Phil Hill, finished in second and third places

DR. NKRUMAH IN BELGRADE

The President of Ghana stands with President Tito in the Yugoslav capital. Dr. Nkrumah had arrived there after his visits to Moscow, Warsaw, Budapest, Prague and East Berlin. In Belgrade he said he was looking forward to returning to the Yugoslav capital for the "Summit" of the non-aligned countries, which opens on September 1. President Nkrumah will lead the Ghanaian delegation

ATTEMPT TO HI-JACK A U.S. PLANE

Far right: An air hostess is lifted from a Boeing 707 jet airliner at El Paso, Texas, after the airliner had been seized and held by two armed men for nine hours. They had tried to force the pilot to fly them to Cuba. Eventually the two men, said to be Americans, were overpowered by police. Six days later the pilot of another American airliner was made to fly it to Cuba by a single gunman, reported to be a Frenchman

NEW ENVOY IN MOROCCO

Mr. Richard Ashton Beaumont, the new British Ambassador to Morocco, presents his credentials to King Hassan II in the royal palace in Rabat. Mr. Ashton, who is aged forty-eight, has held several diplomatic posts in the Middle East and before taking up his new appointment was Head of the Arabic Department of the Foreign Office

DR. COGGAN IN ISRAEL

Far right: The Archbishop designate of York is received by President Ben-Zvi of Israel in the Presidential Residence in Jerusalem. Dr. and Mrs. Coggan were spending a week in Israel as guests of the Government. The new Archbishop, who has been Bishop of Bradford since 1956, is to be enthroned in York Minster on September 13

An East German soldier patrols on the West Berlin side of the barbed wire, watched by a crowd of West Berliners

A barbed-wire barricade is erected alo

ON BERLIN'S FRONTIER

After the recent visit of Herr Ulbricht, the East German Communist leader, to Moscow, the closing by the East Germans of the frontier between East and West Berlin early on August 13 was not unexpected. In the preceding days the exodus of refugees from East Germany had mounted to the highest figures since the 1953 rebellion and the Ulbricht regime had to face the fact that in the past twelve and a half years no fewer than 2,500,000 East Germans had crossed to the West. The total population of East Germany is at present estimated to be about 17,000,000.

As East German troops and police set up the barricades along the border, West Berliners gathered in thousands and jeered and shouted insults. Later in the day there were angry scenes with the Communist troops on guard to prevent East Germans escaping. On some occasions West Berlin police intervened to prevent serious incidents. Herr Brandt, the Mayor of West Berlin, broadcast an appeal to the East Germans not to revolt despite the provocation. " Border-crossers "—East Berliners who work in West Berlin—were not permitted to go to their jobs on Monday.

First reaction of the Western Powers was well expressed by Mr. Dean Rusk, the United States Secretary of State. He denounced the Communist action as " a flagrant violation of East-West agreements," and said there would be a " vigorous protest " to the Russian authorities in Berlin. (Freedom of movement to all Berliners throughout both sectors of their city was guaranteed by the quadripartite agreement signed between Britain, France, the U.S.A. and Russia in Paris on June 20, 1949.)

Herr Brandt (**right**), the Mayor of West Berlin, walks near the Brandenburg Gate. **Left:** West Berliners in front of the Gate

the border between the East and West Berlin sectors while West Berliners make derisive remarks

An East Berlin " border-crosser " shows his pass a few days before the sealing off

An elderly couple are escorted from the border they had hoped to cross

East German refugees in Marienfelde camp, and, **right:** some of the vast numbers who reached the camp in West Berlin just before the closing of the border. Early this week East Germans were reported to be still reaching the West

JOHN CONNELL

GIRDLE ROUND THE EARTH

The weekend which includes August Bank Holiday has an ominous habit of being dramatic, as anyone recalls whose memory goes back as far as August 1914. In 1961 Englishmen, their attention distracted from stories of road-crashes and the excitement about a starfish which the children had caught, got their drama on their transistor radios. They heard that a second Russian cosmonaut was, at that moment, whirling round the earth far above their heads, completing an orbit every eighty-eight minutes. After twenty-five hours Major Gherman S. Titov, having been round the earth slightly over seventeen times, came neatly out of orbit and descended in the landing area some 450 miles from Moscow.

There rapidly followed all the appropriate reactions. Mr. Khrushchev gurgled his congratulations down the telephone; he and the young major—inevitably handsome, inevitably as happy in his work as in his marriage—exchanged some homely wisecracks. A person in the Pentagon described by American reporters as "a ranking Defence Department official," unburdened himself thus: "There is nothing new to this flight from a military standpoint, and so far as I can see it doesn't add to their military capability." Accurate as this assessment may be, in its purely military aspects (and few of us have the standards by which to make such a judgment), there can be no doubt of the propaganda value of Major Titov's feat, which—entirely predictably—Mr. Khrushchev has hastened to exploit as much as he possibly can. The space race between the U.S.S.R. and the U.S.A. has become a kind of cosmic war of nerves; and as such it is as dangerous as it is disagreeable.

Western Ministers in Paris for discussions on the Berlin crisis. From left are Herr von Brentano, the West German Foreign Minister; Lord Home; Mr. Dean Rusk, the U.S. Secretary of State; and M. Couve de Murville, the French Foreign Minister

This is not, I hope, to deny the courage of the man who undertook this momentous enterprise, nor the inventive genius, resource and determination of the society which made it possible. We have all hitherto been in the lamentable habit of underrating the Soviet Union; it is a habit which we must break immediately and totally. There is no need, however, to take all Russian achievements at quite Mr. Khrushchev's exalted level; those that we know about nowadays speak for themselves—and very effectively, too—even if they seem a trifle spectacular in a nation which has not yet been able to afford free education or a free health service; what we have to take very seriously indeed are the Soviet Union's political aspirations and intentions, in whose fulfilment the present lead in space travel is of the utmost significance. As *The Times* observed on August 8: "The leader of a nation whose 'dearest and beloved son' has just safely landed after circling the globe seventeen times speaks from a position of strength." Of this fact Mr. Khrushchev showed himself to be no less acutely conscious than was the duty leader-writer in Printing House Square on August Bank Holiday.

It would be wrong to argue that he has, so far, abused his strength. The danger in Mr. Khrushchev's thought and words is not that he himself cherishes any secret, implacable desire to attain Russian expansionist aims by nuclear war, but that he believes—and continues to act on the belief—that the United States is dragging her Western allies along in a policy of politico-military aggression which can only, in his view, lead to nuclear conflict. "It is impossible for us to sit with arms folded," he said. How can a statesman as shrewd and as realistic as Mr. Khrushchev continue to hold to this huge and perilous fallacy?

His speech was of major importance in its candour and its seriousness. Perhaps its greatest significance lay in the fact that again and again it seemed curiously to re-echo President Kennedy's speech on the same theme—Berlin. Each great nation sees itself as threatened. The Western allies share America's apprehensions. It is difficult to assess what the real views are of the Communist satellites. Is the world going to drift into nuclear war on the tide of these opposing fears? Has anyone else noticed the ironic contrast in the patterns of individual and corporate behaviour: dauntless courage and exquisite ingenuity in the exploration of space; and timidity and suspicion, old animosities and old accusations, in the adjustment of relationships between nations and groups of nations? How is it that human beings, the same groups of human beings, can think and act so differently over two sets of different, though related, circumstances? Why is our vision so faulty?

It is perfectly true, and I think it is high time that it was stated clearly and emphatically, that the Western Alliance is in military terms, in a thoroughly untenable position over Berlin. Last month Captain B. H. Liddell Hart circulated to his friends a nutshell analysis of the Berlin situation. Written well before Major Titov was launched on his cosmic journey, it is still as true as it is forcible: "However desirable it may seem politically that the West should make a stand on their rights in Berlin, strategically it is the worst possible case for a stand—even more fatuous than the British Guarantee to Poland in 1939. Would any sane man stake his life on a game of cards where the opponents held all the trumps, and the only possible alternative to losing every trick in turn would be to commit suicide? Yet the policy and contingency planning of the Western Powers amount to nothing better than that. If put to the test they are bound to suffer one humiliating defeat after another as they raise the stakes, each increasingly disastrous—with only the prospect of surrender at the end unless they choose the fatal step of unleashing all-out nuclear war and making the world 'die for Berlin.' Having all the trumps in his hands, Khrushchev could much better afford to let the Western Powers try to play out their weak hand to the point of nerve-crack or 'no return.' He must be tempted to do so, since he is so sure to win trick upon trick, meanwhile."

Is that, in fact, what Mr. Khrushchev is now doing? This seems to me a sound assumption to make. Yet there are some imponderable elements in the Berlin situation which cannot be ignored. The more I study Mr. Khrushchev's speech of August 7, the more conscious I become of these imponderables, and of their influence on Russian thought and planning.

Mr. Khrushchev, holding, as he does, the high new propaganda and public relations card of Major Titov's and Major Gagarin's achievements, continues to play—if I may maintain the metaphor—old-fashioned auction as distinct from modern contract bridge, and uses a pack, soiled and faded at the edges, which was manufactured some forty years ago. Is this not the explanation of his solemn warning: "Western Berlin must not be allowed to become another Sarajevo—the cause of another world war"? There is no analogy whatever between the 1914 situation and the 1961 situation; but Mr. Khrushchev wants to imply that there is. Perhaps he really believes there is. For again, why should he talk at length about the dangers of West (not East, of course) German *revanchism*, and why should he try to equate the Federal Republic with the Third Reich?

And what, if it is not a crass misinterpretation of the whole of world history since 1945, is the reason for his strange mixture of threat and plea in his suggestion that the West are aggressors who, when they see that they are not rebuffed, become brazen, and when, on the contrary, they are rebuffed, calm down? This must be considered alongside another key passage: "Let us sit down sincerely at a round conference table. Do not let us create a war psychosis. Let us clear the atmosphere. Let us rely on reason and not on the force of thermo-nuclear weapons."

These sentiments are, on one plane of thought, completely impeccable. But it remained to Lord Home to point out where the flaw lay in the Russian leader's logic: "His speech starts from the premise that we do not accept, namely, that it is the West that is pushing matters to the brink of war. All we are trying to do is to continue a system which has worked perfectly well for the last ten years."

It seems to us in the West inconceivable that anyone can genuinely see us as power-hungry aggressors in sinister league with German militarism. Our moral case, in our view, is impregnable; but do we—or rather do our leaders—realise that our military situation is, as Captain Liddell Hart's analysis demonstrates, nothing short of suicidal? The Russians' moral case is riddled with faults and fallacies; Major Titov's girdle round the earth is an impressive piece of strategic public relations, but in Europe—if not in Asia and Africa—the rapid and mounting exodus of refugees from East Germany is an ugly exposure of many Communist claims.

Does Mr. Khrushchev think, however, that his military advantage can enable him to disregard his moral defencelessness and push the crisis (as he himself says) to the brink of war, because in the end the West will withdraw from that brink, preferring any indignity of defeat to thermo-nuclear war? It would be agreeable to go to sleep for six months and wake up early next spring to find all the questions answered, all the problems solved—and space, doubtless, filled with cosmonauts swirling round in all directions. But, earthbound and time-confined, we must just soldier on through some very arduous, difficult days.

Examining a mask from Sierra Leone at the Commonwealth Institute, are, from left: Dr. W. H. Fitz-John, Sierra Leonean High Commissioner; Mrs. Fitz-John; their son Dwight; Sir Maurice Dorman, Governor-General of Sierra Leone; and Mr. Massie-Taylor

CARVINGS AND CRAFTSMEN

The exhibits at the Commonwealth Institute in London of carvings and craftwork of Sierra Leone include some seventy ceremonial masks, a number of figure carvings, examples of nomoli (small carved stone figures of an earlier age), intricate " Warri " boards and various musical instruments. They are a selection from the unique collection made by Mr. Guy Massie-Taylor, Lecturer in Art at Freetown Training College, who has lived for some years in Sierra Leone.

The work of British craftsmen was studied recently by officials of Ghana's Rural Industries when they paid a visit to the Rural Industries Bureau in Wimbledon, Surrey. On their tour they saw an old hall porter's chair being restored. The Bureau is a Government-financed organisation for aiding, maintaining and developing rural industries.

Dwight Fitz-John studies a ceremonial mask from the Mende Tribe of Sierra Leone in the exhibition at the Commonwealth Institute

From left are Mr. Lesley Grey, Mr. Owusu, Mr. Odame-Labi, Mr. Dennis Cooper and Mr. Osafo at the Rural Industries Bureau in Wimbledon

Mrs. Johnson helps Mrs. Lake-Bakaar try on a tribal mask. Both the visitors to the Sierra Leonean Exhibition come from Freetown. The carvings and craftwork can be seen in London until August 27

b

After the unveiling of a memorial plaque to the racing driver Stuart Lewis-Evans at Welling, Kent, the Rev. Tim Raphael (right), vicar of St. Mary's, Welling, gives a blessing. Lewis-Evans, one of Britain's leading drivers, died three years ago in a crash in the Moroccan Grand Prix. The plaque has been set in the wall of a motor-car showroom

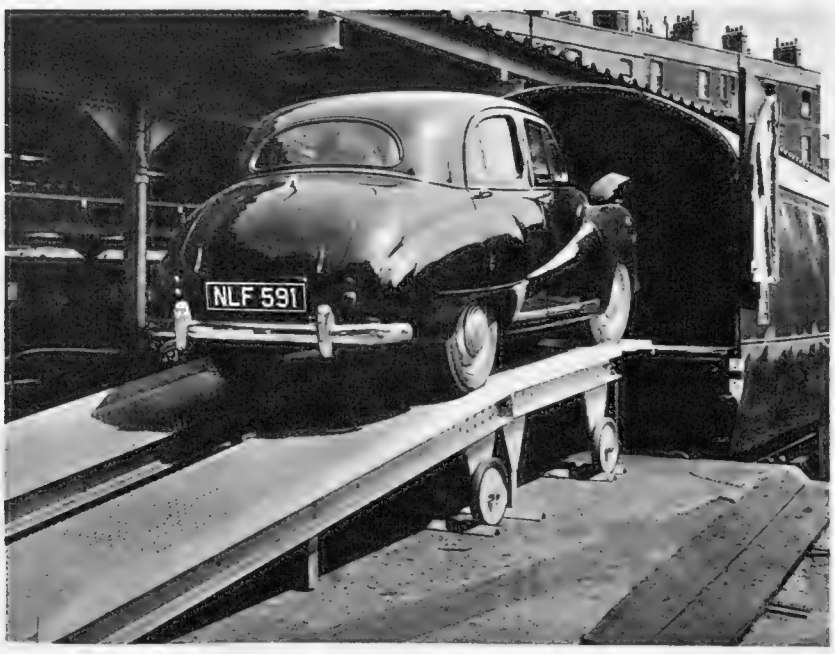
The new Shrine Church at Aylesford Priory, in Kent. The chur helped in the project by a number of volunteers and by donatio King Henry VIII, was, in 1247, the meeting-place of the first Gene

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

A PAUSE—IN LEGISLATION. Parliament has gone into Recess until the end of October, unless an "incident" should induce the Speaker to recall it. We shall be glad enough of a holiday from legislation and hope that such powers as the Cabinet keep in their hands to exercise, without recourse to Parliament, may not be required. We have had a bellyfull of legislation this past session, and not a big part of it to majority taste. Certainly, Ministers and M.P.s deserve a holiday and probably feel they have earned it. But they have left a lot of loose ends, one day to be tied up, and they leave us all in a very uncertain, uncomfortable and unpredictable state. The cost of living is soaring again, crime is more rampant than ever, appeals for a common sacrifice to save us from bankruptcy are being hooted out of court; we have gone hat in hand to the tune of £700,000,000 to the International Monetary Fund to tide over the crisis in our balance of payments; Kenyatta is "honourably discharged," the black cloud still hangs over Berlin, the Common Market decision will be the silly season's best feature in the correspondence columns, and the House of Lords must wait till Christmas is coming for some expedient to avoid in future the absurdities of the Benn-Sinclair by-election. Lord Attlee, in a terse wisecrack, has told the Labour Party that Mr. Macmillan "can be safely left to dig his own grave," though the Premier at the finish of the Session showed no sign that he regarded that job as urgent priority. It would ill become me to grudge him a fortnight's grouse shooting at Bolton Abbey. He is still young enough to enjoy the sport. And when the whistle sounds and the first big covey is thrillingly observed heading towards his butt, he will quite certainly forget his worries and anxieties for a burning quarter-hour. But when his birds are gathered and he is moving on to the next line, he will pretty certainly hump again his pack of anxieties (much heavier than the two guns and cartridge bags his loader and detective will relieve him of) and will remember in what a very uncomfortable and unsatisfactory state the gruelling labours of the last Session have left the country. Charity will accept it that the fault lies in our Brutus-es' stars, not in themselves; but the naked truth reveals their official desks left very untidy on August 3.

PARTY LINE. At the end of the ding-dong, often exciting, occasionally boring, always money-making, fourth Test Match, I acknowledged in myself certain unpleasant characteristics: I am no true sportsman, since I was always chafing at the Australians' plucky determination to make a game of it in their



A car drives up a ramp on to the upper deck of a new two-tier transporter which will go into regular service shortly with British Railways Eastern Region on the "Car Sleeper Limited," which operates between King's Cross and Perth. The car-by-rail service was introduced in 1955 and has carried over 50,000 cars and their drivers and passengers. **Right:** Inside one of the transporters, a car is lowered by lift to the lower deck

has been built by monks at the priory. They were of money and tools. The Priory, dissolved by Chapter of the Carmelite Order in England

In heavy seas off the South Wales coast, the tug *Cardiff* and a 50-ton floating crane are grounded at Sker Point, near Porthcawl. The tug was towing the crane from Swansea to Barry, Glamorgan, when the tow line parted. During attempts to refloat the two vessels a seaman was injured when a hawser snapped

second innings; and I am selfish to the core in my detestation of the practice of TV of recording all the sports of a day in a series of stop-and-go alternations. Just when the cricket was getting interesting, we were switched over in the early stages to weight-lifting, and a quarter-hour of cricket-time was wasted while we watched a stray race-horse being chased back and forth along the Goodwood course. Yet, I suppose, quite a big percentage of viewers prefer racing and horses (or even weight-lifting) to cricket. I resolve henceforth never to use TV for cricket watching except during an uninterrupted session, and then with the eye alone, cutting out the intolerable wisecracks and repetitions of the hardly-tried running commentators. A party-line, whether it be in telephonics or television, is liable to show up the selfishness of subscribers. Those who must make do with one are irritated while the vicar's wife discusses the jumble-sale in endless detail, and are quite sure that their calls are of priority importance. And before the arrival of August 12, the grouse prospects and reports again revealed a weakness of character. Could it, can it be that where such prospects and reports are unfavourable on those moors (to which I am now too old to climb), where once I blew off hundreds of cartridges, my feelings are not entirely those of regret? According to La Rochefoucauld, such selfish reactions are common to humanity. I am afraid he took a poor view of humanity, and perhaps with justification. None the less, when that glorious fourth Test was over, I retained enough of the sporting spirit to admit that this grand game had in it for players and watchers everything that cricket ideally should have. " Only a game "? It produced at least half a dozen crises which many thousands of Britons regarded as of infinitely more importance than bomb-banning, Berlin, or the Common Market—while they lasted! And it may be, if my friends in the north report a 250-brace day, I may yet sincerely rejoice with them, recalling many such, in days gone by.

TOT HOMINES . . . OR BRISTOL FASHION. 1. " Spare no sympathy for the Bristol electors. They knew full well the risks they ran (in voting for Lord Stansgate).... Let a Conservative show them that, even in their foolishness, they do not sacrifice the right to adequate representation in the House." 2. " That a party which has always prided itself on being one of honourable gentlemen, whether dukes or labourers, should welcome as a member one who was overwhelmingly rejected by his constituents, fills us with shame." You take your choice of these two " unanswerable " pronouncements. Both of them in their confidence and forthrightness subscribe to the phrase " Ship-shape and Bristol fashion," and indicate how it must apply to the tragi-comedy of the Benn-Sinclair by-election. Unquestionably there are large numbers of voters in Bristol who applaud one or t'other of these dicta, but there are at least 13,000 more electors who plump for No. 2. Meanwhile, until November or later, the majority of the electors will be able to judge what " honourable gentlemen, whether dukes or labourers," can do in representing a constituency on a minority vote. It should not be a matter of certain failure. Every election result leaves a disappointed ratio of voters, often disgruntled; and not every elected M.P. has proved a bad or partial representative in Parliament! Is it then just an actuarial matter, a nice calculation of maximum and minimum noughts and crosses? If Mr. Sinclair finds it so, he always has a remedy, and he can bring Bristol into the news again, long before the Government grasps the nettle which has grown so tall in Bristol fashion.

DISCOURTESY OF DR. BEECHING? The Chairman of the British Transport Commission (condemned to live out his reign over the Commission as " £24,000-a-year Beeching ") was accused in Parliament just before the Recess of " writing discourteous letters to M.P.s " who had complained to him of deficiencies in the railway services cited by their constituents. So far as I could understand Mr. Marples' defence of Dr. Beeching, the answer was: Dr. Beeching did not (or does not intend to) write at all. He has chosen somebody else to deal with the innumerable complaints which Lord Robertson answered personally, in order to leave himself free to deal with major reforms in policy which would ultimately have the effect of reducing the number of complaints. There seems some sense in that. One doesn't pay a man £24,000 a year to act as a public relations officer. On the other hand, it could surely be possible to find, for as little as £10,000 a year, a P.R.O. skilled in replying to complaints with the tact and sincerity, and even humility, which would remove any charge of bureaucratic discourtesy. Given a team of first-rate secretaries, shorthand typists and the usual Parkinson Circus, I would undertake to do the job for him for as little as £5,000 a year (free from supertax by 1962); and the backroom boys could surely devise for me a rubber stamp of the Doctor's signature indistinguishable from his autograph (and the less legible the better). My offer remains open to the end of the Silly Season or the end of the year, whichever is longer.

WELSHMEN UNITE! Freedom and sovereignty are the heart cries of all the smaller nations and tribes, in varying degrees of civilisation, and make the slogan which stimulates them, from various motives, to unite and fling off the " strangle-hold of the oppressor "—at any rate on this side of the Iron Curtain. And the cry has reached its highest intensity just when larger, old-established nations begin to toy with the idea of sacrificing some sovereignty for commercial benefits. It would be unjust to the Welsh National Party to accuse them of cribbing the fashion for sovereignty from African tribes. The " Gentlemen of Llangollen " are merely reiterating a plea for Welsh sovereignty that goes back to Methuselah. They argue that only by the establishment of a Welsh National Parliament can Wales be saved from absorption into England and the insoluble riddle of whether Monmouthshire is a county of Wales or of England (which every schoolboy does *not* know) can be finally decided. The Welsh National Party have singled out Lord Raglan, the Lord Lieutenant of Monmouthshire, as the Arch Oppressor. It says (and he denies) that he sneers at everything Welsh, and that he denies (which he does not deny) that Welsh is the language of Wales. A " series of public meetings " has been arranged, and in Wales are sure to be lively and well-attended, for Mr. Foot, M.P., will be active; and when the Minister for Welsh Affairs returns, bronzed and well, from his holiday, he will meet a deputation. Meanwhile, when the brightest of the 11-plus children ask their teachers to tell them in which country Monmouthshire lies, they can only give the unsatisfactory answer of opinion pollsters: " Don't know." Meanwhile, Little-England-beyond-Wales is accepting the occupation of its country by foreign levies with open hands, if not with open arms. Politics and economics have no sharp dividing line.

THE OLD STAGER

Roger Demarest (Yves Montand) whispers to Maisie I (Jackie Lane) in a night club

Paula Tessier (Ingrid Bergman) arrives to have lunch with Roger at a restaura

Roger watches Maisie II (Jean Clarke) gambling at Deauville

Goodbye Again, based on Françoise Sagan's novel *Aimez-vous Brahms?*, is a faithful reflection of that world of interlocking personal relations in upper middle-class Paris which has been so carefully delineated by the novelist. It makes a film full of glitter and polish, with a high romantic charm. Outdoor sequences were shot in Paris, Deauville and the picturesque village of Montfort l'Amaury. There is little doubt that the attraction of the film, directed by Anatole Litvak and released through United Artists, is the strong cast of Ingrid Bergman, Yves Montand and Anthony Perkins. The story centres round Paula Tessier, a successful interior decorator in Paris. She has a long-standing relationship with Roger Demarest (Yves Montand). Both of them are in their forties, but Roger pursues a succession of *affaires* with girls he meets casually. Into their lives come Mrs. Van der Besh, a rich American, and Philip, her son (Anthony Perkins). Although young and insecure, he has much charm and becomes a rival for Paula's affections. The triangle is depicted in detail and some subtlety which hides the trite romanticism of the story. In general, the film reproduces the close texture of Sagan's observation of the social customs of Parisian society, full of little intrigues and gossip, and the idle boredom of a rich American woman and her son, travelling the world in a cloud of ennui. As Paula, Ingrid Bergman achieves the feat of acting the role of a woman in her forties while seeming young and attractive enough to engage the pursuit of two men of widely differing characters.

Philip Van der Besh (Anthony Perkins) embraces Paula in the pouring rain

in Paris, in an attempt at reconciliation

Dancing with Paula in a night club, Roger is recognised by a former friend

ENTERTAINMENT

GOODBYE AGAIN

at the Leicester Square Theatre from August 17

Paula and Mrs. Van der Besh (Jessie Royce Landis)

Philip gains admittance to Paula's shop

Having gone away together, Philip and Paula play croquet at a small hotel near Paris

THE VOICE OF THE COMMON

Dr. M. I. Okpara, Premier of Eastern Nigeria, and Lieut.-Colonel Hugo, the Ceremonial and Protocol Secretary, Commonwealth Relations Office, meet in London

Right: Sir Sidney Holland, Prime Minister of New Zealand from 1949 to 1957, died in Wellington on August 5, aged 68. He entered Parliament in 1935 and was elected leader of the National Party five years later, leading the Opposition until 1949

GREAT BRITAIN

The shape and style of roads to come in places as far apart as Hong Kong and Jamaica are being worked out by a group of British scientists at a research centre a few miles from London.

The Tropical Road Research section of the Road Research Laboratory—which is part of the United Kingdom Department of Scientific and Industrial Research—is handling problems of road-building and road traffic under a variety of local conditions in jungles, deserts, swamps, mountains and plains. With road traffic in the overseas territories growing rapidly, the importance of thinking ahead about communications and traffic generally cannot be overstressed. The road system eventually achieved in any of the countries must be one that will stimulate development, not be too costly, use as much local material as possible, and stand up to the rigours of the local climate and conditions.

Road transport is one of the main keys to economic and social development. One important study of this aspect of research is being made in North Borneo, where the effect of building feeder roads as development takes place is being observed. A pattern of probable social and economic development in relation to road usage, regional production and income is being studied, and the way population shifts in relation to road-building is being measured. Another investigation is being carried out in East Africa. A two-year check is being carried out on the costs of running traffic over different types of road in terms of fuel and oil, tyres, repairs, maintenance and depreciation.

In some areas—Hong Kong, Kingston, Jamaica, and Lagos, Nigeria, for example—the rapid growth of towns and cities is producing new traffic problems. The scientists are planning new development in which the facilities required by future traffic are integrated with the needs of the community as a whole. A main aim of research is to systematise knowledge of the engineering properties of soils and road-making materials and to locate the useful ones

In Nigeria, a full-scale experiment is being carried out with the local sands, employing bitumen and Portland cement, and in Nugaga, Kenya, another big field operation is seeking to discover the factors governing moisture in soils under roads, and how moisture conditions affect the strength of the soil—and how this affects the design of the road. As well as working on the road problems of the overseas territories, the Tropical Section of the Road Research Laboratory trains men from the different countries for this research.

PAKISTAN

The early laws relating to the status and rights of women, marriage and family propounded by Islam at its inception were quite revolutionary in the social setting of the age. The status of women before Islam was that of chattels, no more, no less. Polygamy was the rule, and the question of women inheriting property did not arise. Islam limited the number of wives to four, gave women certain rights, which they won in other parts of the world centuries later. As centuries rolled by the spirit of Islamic laws was forgotten and the principles became petrified. It was forgotten that polygamy was frowned upon and its practice was hedged in with severe conditions; some persons almost came to believe that it was a virtue, failure to practise which could be condoned, but its practice could certainly not be objected to.

An attempt has been made in Pakistan to revive the original spirit. It has been done by the promulgation of an ordinance, which without interfering with the substance of the law as it stands, has circumscribed the exercise of rights accruing under it through mandatory procedures. For instance, it is still possible for a Pakistani to marry while he has a wife still living, but he can no longer do so without permission of agencies specified by the law. In order to obtain the necessary permission, he has to satisfy the authorities that circumstances exist that could justify a second marriage. Until the passing of this law, a man and his wife could divorce each other, but it was much easier for the husband to do so than for the wife. Whereas a man could divorce by his individual motion, a woman had to seek the assistance of a court of law. A man may no longer divorce his wife without recourse to the same procedure as formerly a woman had to take.

The subject occupied the attention of scholars and jurists for several years. A commission on family laws was appointed in 1953. It submitted its report in 1956. Since then there have been persistent demands throughout the country for the implementation of the commission's recommendations. The Government of Pakistan has issued an ordinance to give effect to the principal ones.

A first provision is that a person intending to contract a marriage during the pendency of a previous marriage shall obtain the permission of the Arbitration Council. If he marries without such permission, the consequences will be: (*a*) that he shall pay immediately the entire amount of the dower due to the existing wife or wives, which amount, if not paid, shall be recoverable as arrears of land revenue; (*b*) that he shall be punishable with simple imprisonment up to one year or a fine up to Rs. 5,000, or both; and (*c*) the existing wife or wives shall be entitled to sue the husband for dissolution of marriage on the ground that he has taken an additional wife without permission.

Secondly, the ordinance does not take away the right of divorce but lays down a procedure for regulating the exercise of that right. Thirdly, the ordinance provides for the registration of marriages in as simple a form as possible, and without putting the parties to any great inconvenience or expense. The idea is to provide an easy proof of marriage if and when required. Fourthly, besides other remedies, the ordinance provides for the easy recovery of maintenance by the wife through the Arbitration Council. Finally, the children of a predeceased son or daughter secure their right of inheritance. Hitherto they were barred from inheriting the patrimony of deceased parents.

The Ontario Hospital Association's new headquarters is at Flemingdon Park near Toronto. Built by Taylor Woodrow (Canada) Ltd., it has several unusual architectural features

WEALTH

British scientists assist Commonwealth road building; women's rights in Pakistan; Ceylon budgets for increased capital investment

Lord De L'Isle, V.C., is sworn in as Governor-General of Australia before Sir Owen Dixon, the Lord Chief Justice, in the Senate Chamber of Parliament House, Canberra. On the Governor-General's right is Dame Patty Menzies and on his left are Lady De L'Isle and Mr. Menzies. More than 350 official guests witnessed the ceremony

CEYLON

Ceylon's new budget which was introduced in the Legislature by the Finance Minister, Mr. Felix Dias Bandaranaike, provides for more intensive development efforts, and allocates the largest volume of State funds so far for capital investment.

The Finance Minister set out the purpose of the budgetary programme as: " to raise the standard of living by increasing the national income at a rate which will outstrip the increase in population; to create more opportunities for employment in order to absorb the increase in the work force; to diversify the economy by a strong infusion of industrialisation which would reduce our dependence on imports for our requirements of consumer goods."

The estimates for the financial year beginning October 1961 anticipate a revenue of Rs.1,611,000,000 (£121,000,000) and provide for an expenditure of Rs.2,313,000,000 (£173,000,000), made up by Rs.1,697,000,000 (£127,000,000) on recurrent expenditure and Rs.616,000,000 (£46,000,000) on capital account. Allowing for possible under-expenditure on capital account of 15 per cent. the estimated allocation for capital development will be Rs.524,000,000 (£39,000,000), which compares with Rs.436,000,000 (£33,000,000), the revised estimate for expenditure on capital account for the present financial year. Nearly a quarter of the Government's total spending for the year will therefore be devoted to capital investment of various sorts.

The Minister indicated in his budget speech some of the major development projects on which these funds would be spent. The production of cement is to be increased with the expansion of the present factory, the establishment of a clinker grinding plant and the opening of a second cement factory. These projects when completed will result in Ceylon's production of cement reaching a target of 1,000,000 tons a year. Machinery for the duplication of Ceylon's first spinning mill will be installed, and a second spinning mill will also be established. Besides producing 20,000,000 yards of cloth a year these two factories are to provide finishing facilities for another 24,000,000 yards produced locally.

The Ceylon Paper Factory is to double its current production of 4,500 tons per year through the installation of new machinery. The production of domestic crockery is to be expanded by the installation of a second kiln at the existing factory and by the establishment of a second factory. A refinery is to be established to exploit local deposits of kaolin. This will eliminate the need for kaolin imports. The budget also makes provision for the initial expenditure on an iron and steel factory, and for the preparation of designs, plans and specifications for the first stages of two major multi-purpose, river valley development schemes.

Lieut.-General Sir Edric Bastyan, Governor of South Australia, meets members of the 1st Battalion, the Royal South Australia Regiment in their headquarters in Adelaide. Sir Edric is the first honorary Colonel of the newly-formed battalion. Before taking up his appointment as Governor last April, he had been Commander, British Forces Hong Kong, since 1957

These two will provide irrigation facilities for a total of 150,000 acres and 150,000 kW. of installed power capacity.

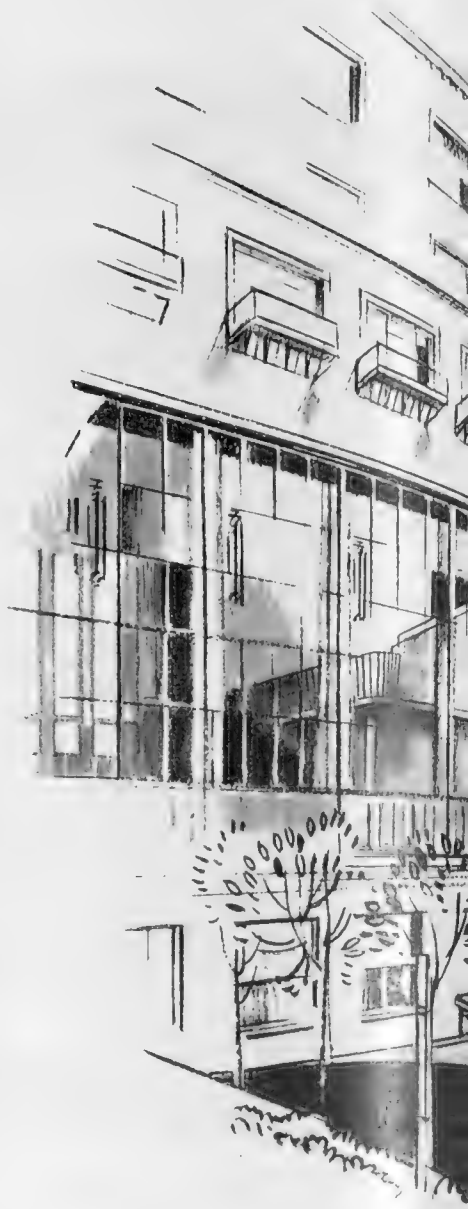
Discussing the costs of this accelerated development programme, Mr. Bandaranaike gratefully acknowledged the assistance Ceylon was receiving from many Commonwealth and foreign countries and from international agencies. He made it clear, however, that the people of Ceylon themselves would have to contribute more from their own incomes to finance the national effort. Several changes in taxation were announced to raise upwards of Rs.200,000,000 (£15,000,000). Among these is a national development tax of 4 per cent. on gross incomes of over Rs.3,600 (£270) per year.

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

FESTIVAL EDINBURGH

Visitors to the International Festival can see a number of new buildings

George Square, with, left, the addition to the University Medical School



The extension to the Heriot-Watt T

The Fifteenth International Festival opens in the Scottish capital on Sunday, August 20, and continues until September 9. Judging by the fact that advance bookings are well up on last year, it is likely that even more visitors than usual will be thronging the city. This year, they will be able to see new buildings being constructed in the expansion plans for Edinburgh University and in rehousing programmes. When the city was bounded by a defensive wall, building developed upwards of necessity —typified by the tall "lands" of the Royal Mile. In the eighteenth century, increasing prosperity and a sense of national security led to the "new town" outside the old fortified boundaries, north of the Castle.

The two areas—the "old town" on the ridge between the Castle and the Palace of Holyroodhouse and the Georgian "new town"—form a fascinating contrast. This is reinforced by the modern buildings which eventually will form a university city within the city. This new development is centred round the eighteenth-century George Square, where at one time the young Walter Scott lived. The west side of the square will remain as it is, but the north side will be dominated by University buildings: the first stage of the University Medical School additions is nearing completion. But the whole square will be overshadowed by the fourteen-storey University Faculty of Arts, on which foundation work has begun.

South of the city in the area bordered by West Mains Road are the University Science Departments. A striking feature is the Engineering Department's modernistic lecture hall. Eastwards from the Science buildings is the first of the new Halls of Residence, overlooked by Arthur's Seat. Nearby is a glass-fronted refectory designed for students from the whole area.

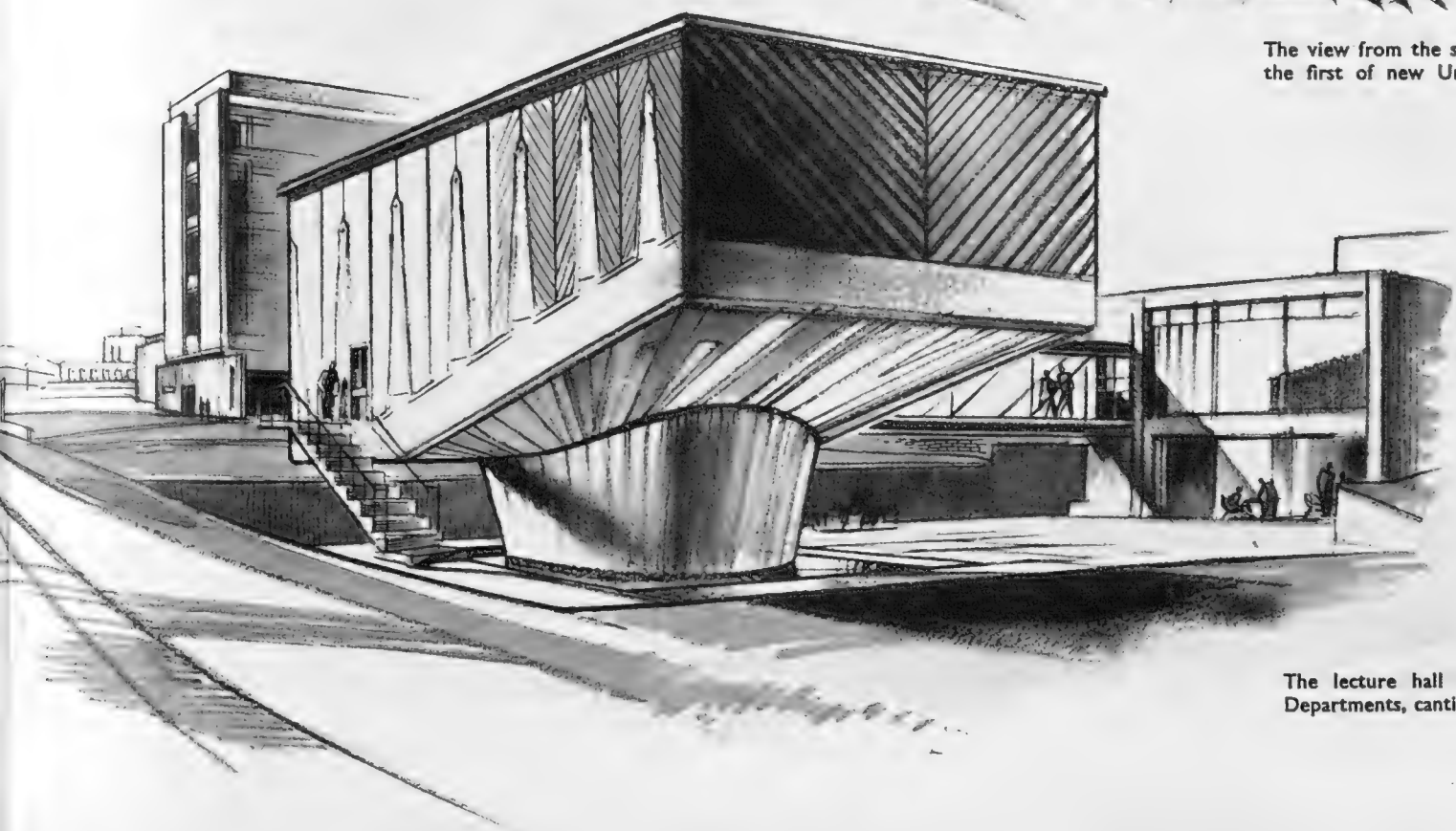
(Continued overleaf)

The south-east corner of George Square as it will be. The drawing shows the proposed fourteen-storey building for the University Faculty of Arts

hical College

Drawings by John Mackay

The view from the slope of Arthur's Seat shows the first of new University Halls of Residence



The lecture hall for the University Science Departments, cantilevered from a concrete base

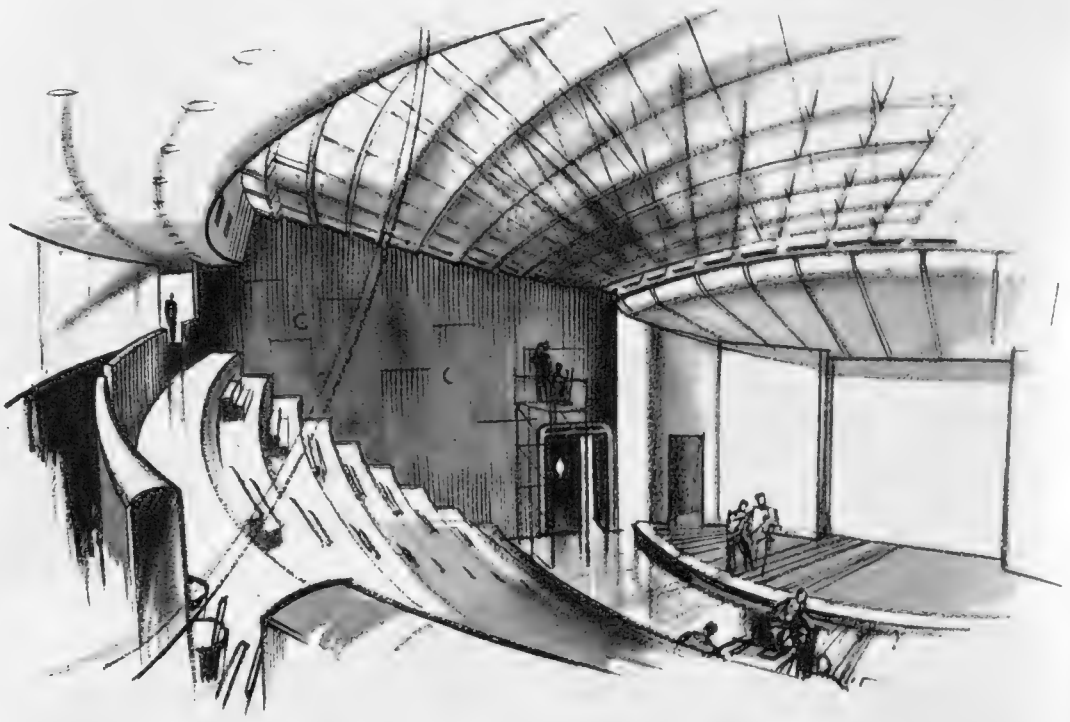
In Lothian Street is the new rear entrance to the Royal Scottish Museum: the outer curved central wall repeats the sweep of the auditorium

FESTIVAL EDINBURGH

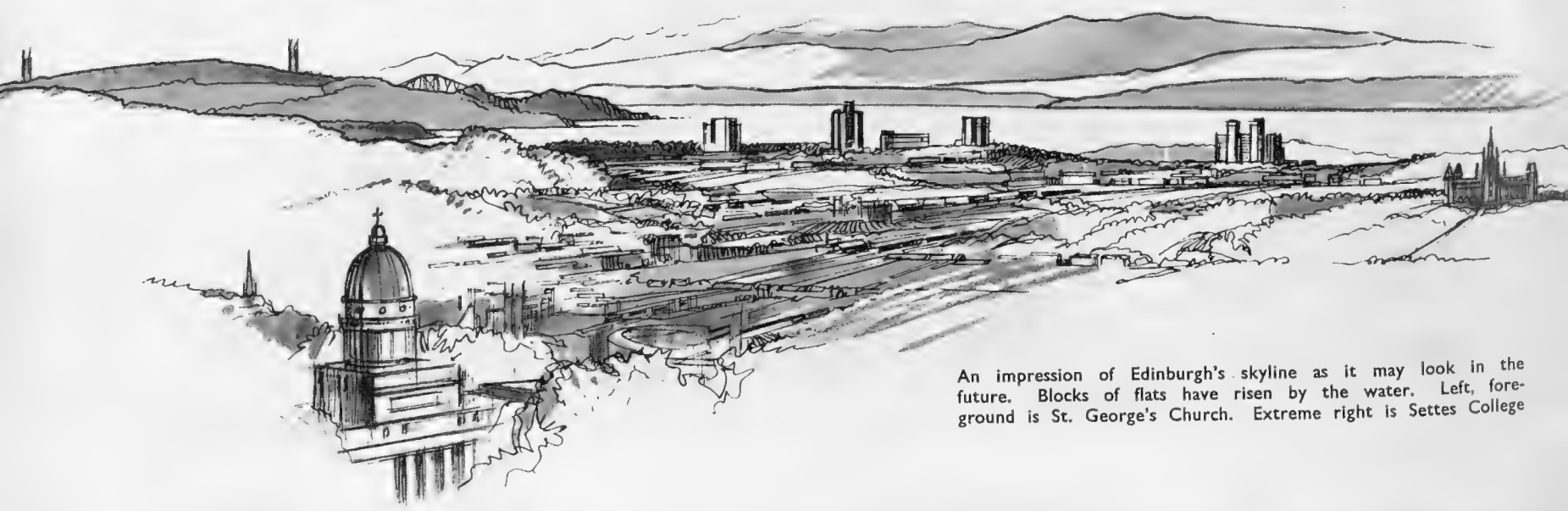
(Continued from page 274)

Elsewhere in Central Edinburgh is new construction of more immediate concern to the Festival visitor. In 1861, the foundation-stone of the Royal Scottish Museum was laid, the last public ceremony attended by the Prince Consort. Its centenary year is marked by the opening of a new Lecture Theatre with adjoining exhibition rooms. Being held in the Museum for the Festival is the exhibition of paintings from the Bührle Collection. The works on show, which come from Zürich, are by French artists from Ingres to Picasso.

No account of the changes in Edinburgh would be complete without mention of the blocks of multi-storey flats which are being constructed under housing schemes. Over the years the city's skyline will change completely.



Finishing the interior of the theatre of the museum and, **left:** one of the exhibition rooms



An impression of Edinburgh's skyline as it may look in the future. Blocks of flats have risen by the water. Left, foreground is St. George's Church. Extreme right is Settes College

George Solti and, **right,** Leopold Stokowski, two of the distinguished conductors at Edinburgh

FESTIVAL HIGHLIGHTS

Juliette Greco sings in the Late Night Entertainments

Margaret Rawlings stars in *Sappho*, a new play

Lotte Lenya appears in *The Seven Deadly Sins*

The events at this year's Edinburgh International Festival may be divided into three classes—music, drama and late night entertainments. Music at the Festival, the first to be planned by the new Artistic Director, the Earl of Harewood, will commemorate the tenth anniversary of the death of Schoenberg and the 150th anniversary of the birth of Liszt. Among the orchestras appearing are the London Symphony, the Scottish National, the Berlin Philharmonic and the Philharmonia. There will be a number of chamber concerts and recitals at which will appear many of Europe's leading musicians and singers. Covent Garden Opera, making its first appearance at the Festival, will present four productions—Britten's *A Midsummer Night's Dream*, Donizetti's *Lucia di Lammermoor*, Rossini's *Il Barbiere di Siviglia*, and Gluck's *Iphigénie en Tauride*. The last is a new production.

The drama section of the Festival is of unusual interest this year. Visitors from overseas are the company of the Théâtre du Vieux Colombier from Paris. They will be seen in Molière's *Le Misanthrope* and Marcel Achard's *Jean de la Lune*. Lotte Lenya, the legendary German singer, will make one of her rare appearances in Britain in the Brecht/Kurt Weill musical satire, *The Seven Deadly Sins*. Premières at the Festival are the Bristol Old Vic's *Sappho*, the Royal Court's *August for the People*, by Nigel Dennis, and new productions by the London Old Vic of *King John* and Marlowe's *Dr. Faustus*. Heading the list of artists appearing in the Late Night Entertainments, which have become such a distinctive feature of the Festival, will be Juliette Greco, in a programme of modern songs. A revue, 5 *Plus* 1, highly acclaimed on Broadway, will also be seen.

Right: One of the portrait heads on show in the Epstein Memorial Exhibition, in the Waverley Market, Princes Street, is of the famous conductor, Otto Klemperer. Over 200 pieces from every period of the controversial sculptor's career will be shown. Dr. Klemperer will conduct the Philharmonia Orchestra in concerts at the Usher Hall

Jacques Francois and Madeleine Delavaivre in *Jeane de la Lune*

A scene from *Lucia di Lammermoor*, one of the Covent Garden productions in Edinburgh

BRIAN VESEY-FITZGERALD

THE SACRED BIRD OF JOVE

He clasps the crag with crooked hands;
Close to the sun in lonely lands,
Ringed with the azure world he stands.

The wrinkled sea beneath him crawls;
He watches from his mountain walls,
And like a thunderbolt he falls.

Tennyson was not a very good naturalist and some of his observations of birds, even very common ones such as the robin, as recorded in his poems, are inaccurate in the extreme. I do not know how many golden eagles he had watched. I do not even know if that poem is about a golden eagle: it might be about a sea eagle, a white-tailed eagle, though I think that is most unlikely. But probably he saw none, for the golden eagle was not, even in Tennyson's day, a common bird; and he did not go out of his way to watch birds. From the naturalist's point of view it would be possible, I suppose, to pick holes in that poem, yet it does, I think, capture the spirit and majesty of the bird.

Majestic is surely the correct adjective to apply to the golden eagle. It is a noble bird, noble of mien with its upright stance and imperious carriage of the head, and of impressive size—rather more than 6 ft. from wing tip to wing tip. It has complete mastery of the air: it can glide effortlessly, fly powerfully with leisurely wing-beats, soar to great heights, accelerate with the surge of a racing-car, swoop with the speed and precision of a peregrine, stop and twist with the dexterity of a sparrow-hawk.

The flight of a golden eagle is a sight that can never be forgotten by those who are lucky enough to watch it. Allied to all this is immense strength. My acquaintance with golden eagles in the wild is, unfortunately, limited. I have often been in golden eagle country, but I have been unlucky: until recently I had seen only two on the wing, and those two but fleeting glimpses. But I have handled a golden eagle, unhooded, on television. Captivity had not daunted its spirit. Its carriage was as imperious as that of a wild bird: its gaze that of a monarch imposing ill-ease on the handler. But what impressed me most of all was its physical strength. It tore raw meat from a shin-bone (a thing the most powerful of men could not do) with contemptuous ease. The grip of its talons on my wrist broke my watch. The golden eagle is not, in fact, particularly heavy—9 to 10 lb. would be a good bird—but my arm ached for quite a long time afterwards, so unrelenting was its grip.

With all these attributes it is not surprising that the eagle should have topped the standards of the Roman legions. It was, of course, the sacred bird of Jove and also of Zeus, whose thunderbolt it carried. Not that so many nations have chosen an eagle as their emblem. But it is, at first sight, in view of its martial qualities, a little surprising to find the eagle so closely connected with Christianity: consider only the use of an eagle as a lectern in churches. In the early Church the scriptures used to be supported by the four beasts which, we are told in the fourth chapter of Revelations, were round about the throne: " And the first beast was like a lion, and the second beast like a calf, and the third beast had a face as a man, and the fourth beast was as a flying eagle."

The four beasts were assigned to the four Evangelists. St. Mark had the lion, St. Matthew the beast with the face of a man, St. Luke the calf, and St. John the flying eagle. I do not know why St. Mark, St. Matthew and St. Luke were assigned their beasts, but I have always understood that St. John was allotted the eagle because he was considered to come nearer than any of the others to the " Sun of Righteousness." St. Jerome said of St. John that he had taken wings and ascended to the very throne of God. The eagle, because it flew so high into the heavens, was the symbol of inspiration. So it is the eagle which carries on outstretched wings the Word of God in our churches.

But to return to the bird in the wild. A short while back a friend invited me to stay a few days at his home in Scotland, adding a postscript that he could show me four golden eagles on the wing at one and the same time. That was bait enough. Needless to say, I did not see four golden eagles on the wing at one and the same time. Everyone else in the neighbourhood had done so, but I was unlucky. For the brief period of my stay this family, a pair with two young, did not seem to be on speaking terms. At any rate, they did not go out together. But I did see golden eagles: more golden eagles than I have seen in all the rest of my life. Probably I saw all four. I am almost certain to have done so. But I am not expert enough to distinguish one eagle from another. Actually, male and female golden eagle are alike. Occasionally one bird may have a paler head or something like that, but that was not so in this case. It is impossible to tell one from another by appearance; but eagles have personalities, and those living in the neighbourhood seemed to be able to distinguish between the adults without difficulty. But certainly I saw adults and young; the young being easily distinguished, not because they were much smaller but by their white tails with a broad black band at the end.

At the beginning of this article I rhapsodised about the flight of the golden eagle. Now I have to admit that, on three successive days, I saw no peregrine-stoop, no sparrow-hawk dexterity, no surging acceleration. I did see one soaring, and soaring to considerable heights. When doing this, the golden eagle looks remarkably like a buzzard. Like the buzzard the wings are very broad and the primaries curve upwards. The golden eagle is a much bigger bird, but size is not of much value as a guide at any distance, and especially when the other bird is not present for comparison. I think, unlikely though it may seem, that it would be easy enough to confuse the two when soaring.

But, mostly, I saw these birds flying low over the ground. Unfamiliar with golden eagles, this seemed to me at first to be a bit out of character and a little disappointing: so majestic a bird should keep to the heights, not skim over the ground. But low to the ground the great size is very apparent. The flight then was direct and very powerful; the wing beats leisurely, so that one gets no impression of speed. It is all very deceptive, for the bird covers a great deal of ground in no time at all.

Flying thus, I have since learned, the golden eagle is hunting; ready to take its quarry from the ground with a sudden burst of acceleration. I did not see these golden eagles take anything. They spent a lot of time sweeping low over the moorland in a direct line, turning, and sweeping back again, but without, so far as I could see, any success at all. Perhaps they were not hunting, but just taking exercise: but, if so, why not high in the heavens, soaring? I found it all rather mysterious. I must go again, and for longer, next year.

Bromsgrove School are seen batting in their two-day match against Oakham School, played at Oakham. The match ended in a draw

P. J. Elsom, of Oakham School, cuts a ball through the gully

PUBLIC SCHOOLS CRICKET

OAKHAM v. BROMSGROVE

N. Luffingham bowls for Bromsgrove. With his leg-breaks he took seven wickets in the two-day match at Oakham

Right: The Oakham opening batsmen, N. G. Pollard (left) and D. M. H. Berry

Changes in the state of the wicket provided added interest in the two-day match between Oakham School and Bromsgrove School, played at Oakham on July 27 and 28. Oakham were put into bat first and their opening pair soon found difficulties with the bowling of E. H. Southan, who took the wickets of N. G. Pollard and D. M. H. Berry early in the innings after each had scored three. T. A. Dexter improved the position with an innings of 36, supported by P. J. Elsom and J. P. Simmonds, both of whom scored 24. The hosts were all out in their first innings for 127. J. E. Black took 5 for 33 and E. H. Southan 4 for 61.

Bromsgrove were 34 for 4 when rain stopped play for the first day. Overnight, however, the wicket dried out and 75 runs were put on for the fifth wicket. The situation changed when J. P. Simmonds, a leg-spinner, came on for Oakham. From 95 for 4, Bromsgrove were all out for 119, Simmonds taking 4 for 17. P. R. Sawtell and R. A. B. Green were the top scorers for the visitors with 49 and 44 respectively.

In the second innings Oakham made 65 for the loss of one wicket before lunch. After the interval they also fell to spin bowling. N. Luffingham took 6 for 49 and Oakham were all out for 156. N. G. Pollard made 37 and M. J. Rook 30. J. E. Black took 4 for 66.

Bromsgrove needed 165 to win in 150 minutes. R. A. Green, 32, and M. B. Taylor, 29, brought the score to 133 for 4, but Bromsgrove's batting collapsed, and with ten minutes left, they were 144 for 9. The last pair, R. D. Tanfield and J. E. Black, stayed together, and at the close the visitors had made 150, thus forcing a draw. J. P. Simmonds took 3 for 24.

This is the last in the cricket series. The Public Schools football series, started in "The Sphere" last year, will be resumed in the autumn.

M. J. Rook (Oakham) gives a near chance to the wicket-keeper

E. H. Southan bowls for Bromsgrove School

GABOR DENES

YACHTING

The *Daily Express* Offshore Powerboat Race, which takes place this Saturday (August 19), is a unique event. It introduces a form of racing which has never been seen before in British waters. Sailing yachts have their offshore races, light inboard and outboard power-speedboats are raced on sheltered lakes and reservoirs, but this race is for a type of craft which in itself is only a recent development: the high-performance powerboat, capable of extended cruising on the open sea and incorporating some form of sleeping accommodation.

These swift and reliable craft have only made their appearance during the last two or three years, but, in spite of relatively high cost, they have caught on. The idea of crossing from Hamble to Cowes in 10 or 12 minutes, or to Cherbourg in a few hours, in comfort, and of taking your own simple hotel accommodation with you, has great appeal. As a result the possession of a Huntsman or Christina as a "tender" to a racing yacht is rapidly becoming a new status-symbol of the prosperous yachtsman. The great impetus to this new development was provided by Fairey Marine Limited when they started building hot-moulded hulls to the design of the American Ray Hunt. His basic hull design, now used by other builders, still reigns supreme. Although several others have designed successful craft of this kind, 11 out of the 37 entries for Saturday's big race are based on Hunt-designed hulls.

The race starts at Cowes to the eastwards, and the course is outside the Isle of Wight, past St. Catherine's Point, the Needles, into Poole Bay, round St. Alban's Head, into Weymouth, round Portland Bill, across the bay to a mark off Dartmouth and round Berry Head, past Brixham and Paignton, finishing at Torquay: about 150 sea miles.

Although the course is so arranged that the largest possible number of people at many crowded holiday resorts will be able to watch the race, this is by no means just a publicity stunt. Such a race in hard conditions (the start will only be postponed if there is fog or a gale warning in force for the area) will be a gruelling test for hulls, power-units and all gear on board the vessels as well as the drivers and crews. Thus the potential benefits to the future development of design of this type of craft are great. This is recognised by all those giving their support to the race: the Royal Yacht Squadron, the Royal Motor Yacht Club and the Royal Torbay Yacht Club, who are participating in the organisation, and the large number of distinguished participants.

The prizes are also impressive and attractive. The first boat home gets the 1961 Beaverbrook Challenge Trophy (a solid-silver laurel wreath encircling a gold-plated propeller, set in crystal glass on a base of serpentine stone from the Lizard) and £1,000. Other prizes are £100 each for the second boat home, the first diesel-engined boat, the first diesel boat under 15 litres engine capacity, the first petrol-engined boat under 5¼ litres, the first outboard-engined boat, the first British-engined boat, the first all-British boat; and each boat completing the course receives a plaque. There are also medals for the drivers of each prize-winning boat and for the first lady to complete the course.

The organisation is most elaborate. Control centres, patrol craft, warning systems, search and rescue boats will be in readiness all along the course. Race control and information centres will be functioning at the two ends of the course, at the Royal Yacht Squadron at Cowes and at the Imperial Hotel at Torquay. Stewards of the meeting are Major John Abraham, T.D., Commodore of the Royal Motor Yacht Club, Donald Campbell, C.B.E., and Commander Sir Reginald Leeds, Bt., R.N., Admiral of the Royal Torbay Yacht Club.

Huntsman No. 8, entered by Mr. Billy Butlin for the *Daily Express* Offshore Powerboat Race, passes the *Queen Elizabeth* in the Solent

One of the four 23-ft. L.W.L. Christinas entered for the race

Monaco Fortuna, one of the forty Monaco cruisers entered

Putting on the green of the 18th hole—a view of the course from the club-house

BRITAIN'S GREAT GOLF CLUBS

FRINTON

Situated at the western end of the esplanade in the select resort of Frinton-on-Sea in Essex, the club enjoys the advantages of sea air and the terrain of the coastal course. Golf at Frinton grew up with the town. The club came into being in 1896, but even before then there were a few holes in existence. By 1900 the first club-house was built and the first 18-hole course laid out on the Holland Marshes, the present site. Redesigned in 1929 by H. S. Colt, the course stretches beside the sea wall which separates it from the beach. Despite the proximity to the sea, the subsoil is clay resting on a layer of peat, giving a springy, closely-knit turf. Notable at Frinton are the "fletes," semi-tidal ditches which at many holes provide stiff hazards. During the last war Frinton became the scene of heavy coastal defences, minefields and gun-emplacements. But it recovered in a remarkably short space of time. With a total length of 6,279 yards, Frinton includes five holes of over 450 yards. S.S.S. is 72.

Next in this series will be Formby Golf Club in the issue of August 26

Mr. R. I. Sainsbury, secretary, and Mr. E. Plummer, captain

Mr. A. J. B. Sabine, an Oxford golfing Blue

Arthur Havers, the professional, and Mrs. P. Rogers

Below: The short 13th hole which is 113 yards long. In the background is the sea wall

Mr. F. Barter drives from the 5th tee, watched by Mr. B. S. Andrew

TRAVEL

NORTHERN PORTUGAL

By **GORDON COOPER**

A Portuguese once remarked to me, " Lisbon is our first city; we have no second or third, and Oporto is our fourth." Needless to say, he lived in Lisbon and the rivalry between the two cities is ferocious. In fact, the two are so utterly different that comparison is futile. Oporto is neither as cosmopolitan (in spite of its large British colony) nor as beautiful as Lisbon. For all that, I like it immensely. It has character, it has a life of its own, it is the gateway to the splendidly verdant northern province of Minho, as yet hardly touched by tourism, and is within easy reach of excellent beaches. And it has port wine.

Oporto, derived from O Porto, means " the port," and port wine took its name from the city, providing it with its life-blood and the British with one of their most popular tipples for over 250 years. In rugged country 60 miles east of Oporto, up the Douro River, terraced vineyards give birth to the precious wine. Romantic river craft bear it downstream for blending and maturing in the wine lodges of Vila Nova de Gaia, a suburb of Oporto. A visit to one of these lodges is easily arranged and well worth while.

Worth trying, too, is another wine speciality of northern Portugal—*vinho verde*, or " green wine " made from immature grapes. You can get it white (usually sparkling) or red, and the former is particularly refreshing.

It will not take you long to do the sights of Oporto. They include a number of churches which date from the twelfth-sixteenth centuries, mostly largely restored. Of these the Cedofeita Church is the most interesting and that of Clérigos (eighteenth century) the best known, for its tower is the city's most characteristic landmark. But, for me, Oporto's greatest jewel is the river itself: the lively traffic on it, the ancient quarters rising steeply along narrow stairways from its banks, and the two great bridges that span it. One of these was built by the Frenchman, Eiffel; both offer glorious views.

Oporto can be reached by direct B.E.A. or T.A.P. (Portuguese Airways) services from London in 3½ hours at excursion fares ranging from £33 7s. Special road services link with flights to take you to resorts along the coast. They give access to some wonderful beaches. In this connection, I should like to mention three hotels.

The first, about 30 miles north of Oporto, is the Ofir (first class B), a modern establishment actually on the beach—and a glorious beach it is, too—surrounded by pine groves. The second is the second-class Suave Mar at the village of Esposende, two miles farther north and facing the sea. The third, the Santa Luzia, perches on a mountain-top above the attractive old town of Viana do Castelo, reached from it by road or funicular. Its high situation makes it rather less convenient for a quick swim before breakfast, but the views are splendid and there is a car to take you down to the beach every day. All three hotels have good facilities, though the Santa Luzia is the best and also the most expensive, ranging from about 45s. to 55s. a day, for full board.

Rules concerning suitable beach wear in Portugal, incidentally, are still strict: two-piece swim-suits should preferably not be worn, nor should shorts and other beach attire be paraded about town. Ladies in slacks are accepted, but away from main tourist centres can expect to attract curious glances.

Viana do Castelo itself was once a great port and today still has an active fishing fleet. It is a charming town full of gracious buildings, many dating from the sixteenth century. To witness the colour, folklore and gaiety of the town's annual Festival of Our Lady of the Agony, you should go during the third week of August, though be prepared for crowds.

Undoubtedly the best way of exploring the Minho is by car. Rail services are limited and, though comfortable, tend to be long-winded. Bus services are rather infrequent, though one travel agency (Horizon Holidays Ltd.) organise excellent holidays to the three centres I have mentioned and arrange optional coach excursions to many places of interest in the region. Self-drive cars are available in Oporto and the cost for a period of seven days, if you arrange it through B.E.A., is £2 3s. to £3 6s. 6d. a day, according to the model chosen, plus 3¾d. to 6d. for every km. over 60 kms.

It is a countryside that is eminently pleasing to the eye. Farms are small so that use is made of every available square foot of land. Vines predominate everywhere. Pine, eucalyptus and olive trees are in great evidence, too.

Points well worth visiting include Ponte de Lima, a small town clustered about a Roman bridge over the River Lima. Then there is Braga, capital of the province, reputedly the most religious town in Portugal since it has more than thirty religious buildings within its walls, including a fine cathedral. Above the town, the shrine of Bom Jesus crowns a hilltop. You can reach it by road or funicular or, as the pilgrims do, on foot—often on their knees—by a huge flight of steps.

Guimaraes, the first capital of Portugal, is a city particularly rich in ancient palaces and historical monuments. As the birthplace of Alfonso Henriques, destined to be the founder and self-appointed first King of Portugal over 800 years ago, it is an understandably hallowed spot in the eyes of the Portuguese. I suggest, too, that you visit Barcelos, particularly on a Thursday, its market day, when the Camp da Feira, one of the largest and most beautiful open squares in the country, is full of activity.

As everywhere else, July and August are the popular months in Portugal; if you prefer beaches almost to yourself, though, I suggest May or June, with a small warning that organised entertainments at that time are likely to be limited. For further information: Portuguese State Information and Tourist Office, 20, Lower Regent St., London, S.W.1.

The Basilica de Santa Luzia on the hill overlooking the town of Viana do Castelo

CAR FERRY TO SWEDEN'S WEST COAST

A new car-ferry between Aarhus, Denmark and Halmstad in Sweden, offers a very direct route to Stockholm, whether you are driving up from Calais or Ostend through Hamburg or have shipped your car to Esbjerg from Harwich or Newcastle. The *Prins Bertil*, specially built for the service, takes 90 cars and 900 passengers, with cabin accommodation for overnight journeys and excellent public rooms and restaurants. The fares are amazingly cheap. The return fare for a vehicle measuring between 9 ft. 4 ins. and 13 ft. 11 ins. costs only £3 5s. The fare for passengers is £2 4s. The overnight charge for a two-berth cabin is approximately 18s. 6d. per head.

In summer there are departures from Aarhus on Mondays at 6 p.m. and on Tuesdays, Thursdays and Saturdays at 4 p.m., and on Wednesdays, Fridays and Sundays at 7.20 a.m. and 11.30 p.m. From Halmstad there are departures on Mondays at 7.20 a.m., on Tuesdays, Thursdays and Saturdays at 7.20 a.m. and 11.30 p.m., and on Wednesdays, Fridays and Sundays at 4 p.m.

Although there is a shorter ferry between Halsingor and Halsingborg, and also between Frederickshaven and Gothenburg, as well as one to Varberg, it is claimed that there are better road connections between Halmstad and Stockholm. Certainly the special ferry dock and terminal at Halmstad makes it very much easier to drive on and off, and a special retractable bow allows you to drive off or on again at Aarhus without your car needing to be handled by another driver.

Accessibility to Sweden's west coast resorts has been greatly improved since the introduction of this new service. A delightful seaside resort like Tylosand is only ten minutes' ride from the ferry terminal at Halmstad. This self-contained holiday village with three hotels, all first class, is situated alongside one of the finest stretches of sand in Europe. Its clear, tideless waters are warmer in summer than those of the English Channel. What is recognised to be the finest golf course in Sweden borders the village, which also has villas and cottages you can stay in. Some 400 people can be accommodated. High season charges, *en pension*, run from £2 10s. to £3 a day. Most of the rooms have showers, many have bathrooms. Should you only wish to stay the night, a room in a bungalow can be rented for 10s. per head. Although prices are moderate, this resort is exclusive in tone. It is ideal for family holidays.

Lysekil, another pleasant seaside resort with an excellent hotel, is only three hours away by car from Halmstad. There, fishing and sailing are the chief attractions. Although there are small sandy coves in the neighbourhood, swimming is mostly off little rocky islets.

W. D. C. C.

The changing shapes of port bottles during the eighteenth century

LONDON DINING-ROOMS

BERRY BROS AND RUDD

Drawings by Geoffrey S. Fletcher

The windows of the dining-room above the shop of Berry Brothers and Rudd, wine merchants, at No. 3 St. James's Street, look out on to a corner opposite St. James's Palace. The room, within the framework of a building erected in 1731, was panelled in the late nineteenth century and red brick walls installed above the woodwork. It was severely damaged as a result of bombing in the last war and after the war extensive redecoration was carried out. A new beamed ceiling was installed and a flock wallpaper of traditional Italianate pattern was placed over the red brick walls. Fortunately the panelling had not been seriously affected by war damage nor had the dominating feature of the room, the fire-place. Pillars at the front of the magnificently tiled sides and back support the ornate mantelpiece. Above metal bas reliefs are three alcoves. The fire-place is seen at its best when the lights at the back of the alcoves are switched on.

Between the fire-place and the window stands a late-Victorian cabinet. On top of it is a large inkstand, with a quill pen beside it. With the latter, visitors are invited to sign the visitors' book. The rest of the furniture is of earlier periods, the dining-table and chairs dating from around 1800. Also in the dining-room are two fine William and Mary armchairs.

As might be expected in a wine merchant's room, bottles of various sizes and shapes are placed round the walls. With these and those displayed in the shop the firm has a very extensive collection of old bottles. Geoffrey Fletcher has drawn six of them which, together, show the evolution of the shape of the port bottle through the eighteenth century. Each bottled is dated. The first, of 1708 (at the left in the drawing), has a widely rounded, bulbous body, and a comparatively short neck. During the next eighty-five years the body becomes narrow and the neck longer, until, in 1793, we see the bottle in much the same shape as we know it today. The reason for this evolution in shape was that it was found a port bottle was needed which could be laid on its side for storage purposes.

A grocer's shop was established at No. 3 St. James's Street at the beginning of the eighteenth century. A coffee mill displayed there today is a reminder that the early Berrys and their ancestors were primarily "Italian warehousemen." George Berry, who inherited the firm in 1803, had his living quarters behind and above the shop and the present dining-room was part of them. The switch from coffee and grocery to exclusive concentration on wines was gradually made by his descendants during the nineteenth century. The family is still represented on the board of directors. The Rudds came into the business after the First World War.

The dining-room at No. 3 St. James's Street has a splendid example of an ornate late-Victorian fire-place. The table and chairs are early nineteenth century

BOOKS

DISPOSING OF BOMBS

The story of Major Hartley of the Royal Engineers; the kingdom of Queen Salote; this week's fiction

A definition of courage is: "That quality of mind which shows itself in facing danger without fear," and the implications of that are enormous. First of all the degree of danger, as when it might be a 98 per cent. chance of death; then the fear itself, which must often exist but be relegated to the very back of the mind where it cannot affect action, decision or calmness of purpose. And there must be a thousand other considerations. But whatever courage is, it is a quality possessed in remarkable measure by Major Bill Hartley who was awarded the George Medal for his work with the Bomb Disposal unit in the Royal Engineers and who has been at work from 1939 to 1960, making landmines and small, large and vast unexploded bombs safe. HIGHLY EXPLOSIVE (Harrap. 15s.) is Mr. John Frayn Turner's account of these war and post-war services; about as brave and certainly as extraordinary a record as a soldier could show. Enthusiastically recommended by one who has, from a respectful distance away, watched Major Hartley's colleagues remove and safely detonate no fewer than nineteen anti-tank mines from an otherwise peaceful Kentish field. And all this no longer ago than last summer.

THE HAPPY LAGOONS (Jarrolds. 25s.), is about the world of Queen Salote who was not only the second greatest attraction of the last coronation but rules over a Pacific island community as beautiful as any traveller could wish to find. Mr. Jorgen Rosendal's book comes as a particularly peaceful breather after the one just mentioned; a story of another world in every imaginable way and his chapters on the Friendly Islands and their fairly remote Fijian neighbours are admirably illustrated by his own first-class photographs, one of which has the engaging caption: "The Fijians are fond of dancing while sitting on the ground." The translation from the Danish is by Eiler Hansen and J. F. Burke.

Louise, Duchess of Choiseul, was a great eighteenth-century heiress when she married her husband. She was also sixteen years old and had been in love with him since she was twelve. She survived the French Revolution and died in poverty in 1801, having spent the greater part of her life in forgiving her husband's infidelities and paying off his immense debts. She was, however, not a plaintive or wholly tragic figure but a woman of great attraction, who, through her great position, knew the elegance and viciousness of the court and the *haut monde* and had a philosophy happy enough—and strong enough—to reconcile her to banishment. Mrs. Margaret Trouncer has written the story of this charming figure, "the egg-shell duchess" as Horace Walpole called her. She has made an enchanting study of her spirited, far from melancholy life and shown the affection which surrounded so lovable a character. A DUCHESS OF VERSAILLES (Hutchinson. 16s.) is more than pleasantly readable: a charming but serious historical portrait.

NEW FARCE AT THE WHITEHALL THEATRE—Jugg (Leo Franklyn), Charlie (Basil Lord), Hickory Wood (Brian Rix), and Cynthia (Helen Jessop) in a scene from *One for the Pot*, by Ray Cooney and Tony Hilton

THE UNCHANGING SHORE (Hodder and Stoughton. 18s.) is a new novel by Stella Morton, a writer with a great deal of sensibility and not a little power. It is not common for these two qualities to be allied, either in a man or a woman writer, but when they are the result is apt to be moving and far from banal. Stella Morton has written here about a broken marriage and a woman torn between her faith, her devotion to the Church and her passionate love for a man. This book is controversial in the sense that some good Victorian novels used to be and not everyone is going to accept the characters' decisions and motives. But it is a story honestly told with real poignancy.

Miss Teo Savory has written an extraordinary novel in tranquil, undramatic tones, about a young woman who loses her reason after a great emotional shock and is nursed back to mental health by a devoted physician. THE SINGLE SECRET (Gollancz. 18s.) is told by the author from the point of view of girl and doctor alternately and, such is its narrative strength, that it is as exciting to follow as a more orthodox story of physical adventure. The reader is left with the promise of a happy ending and with the conviction that this American writer has a distinguished future.

THE PATTERN OF PERFECTION (Macmillan. 18s.) is a fresh collection of short stories by Miss Nancy Hale, one of the most uncompromising of American novelists as far as her handling of human situations is concerned, and also one of the most suave. Books by her may be bitter, they may even be savage and have been known to verge on caricature, but they are unfailingly urbane in their overtones. The title story is distinctly the best in this baker's dozen of tales but each of them has a not disagreeable worldliness, settings mainly in New York and Virginia, and a preoccupation with the private anguishes of the ostensibly rich and happy.

LEADER OF INDIA

Mr. Nehru's writings and speeches

India is in the middle of a technological revolution, of which the prime mover has been Sri Jawaharlal Nehru, Prime Minister, Foreign Minister and Minister for Atomic Power. Educated at Harrow and Cambridge and called to the Bar at the Inner Temple, Nehru was early influenced by two other remarkable men—his father and Gandhi. He is in many ways an Anglophile, but fought for the end of British rule in India. He has a high belief in India's great future as an independent country outside any of the world's power blocs, but has kept his country, despite at times virulent opposition, inside the Commonwealth.

He is a remarkable and complex man running a remarkable and complex nation. A clear picture of his status, both in India and throughout the world, and of the reasons for his success, can be gained from a selection from his books and speeches made by K. T. Narasimha Char—THE QUINTESSENCE OF NEHRU (Allen and Unwin. 21s.). Here are displayed a powerful rhetoric allied to a clear exposition of ideas which have swayed India's destiny—Gandhi's theories of non-violence and Nehru's socialism and hopes for a World Federation of Nations. Nehru himself claims little originality as a thinker but he displays that ability at practical synthesis of idea and action which is the mark of the statesman. His writings also describe India today and yesterday and many of her leading figures.

It is a long way from Nehru to Stendhal and the world of nineteenth-century France. THE MAN OF SENSIBILITY (Macmillan. 21s.) is a comparison by Jean Dutourd of the France of Stendhal's time from the Revolution onwards and the France of today. He uses as his text Merimée's essay on the great novelist and displays a cool elegance of style and thought which is to be found in French *belles lettres*. Much of the book is pungent—"The France of 1840 was solemn, pedantic and stupid, just like France today." Using Stendhal as a yardstick of the sensitive intellectual fighting to save himself from drowning in *petit bourgeois* boredom, Jean Dutourd conducts an inquiry into the state of the French nation—a favourite occupation of French writers.

Again in contrast is FOURTEEN TO EIGHTY-FOUR (Longmans (Dorchester) Ltd. 10s. 6d.), by William C. Bridge. The book consists of the brief, factual reminiscences of a former Mayor of Salisbury. Simply written, it contains much of interest which reflects the changing patterns of life in provincial England from the last years of the nineteenth century through the Boer War, the First and the Second World Wars and the intervening years of peace.

THE LIVING SCREEN (Harrap. 15s.), by Roger Manvell, is sub-titled "What Goes On in Films and Television." The author, an elder statesman of the British cinema, presents a simple factual account of the way films and television work, presumably for the young student. Mr. Manvell's predilections in his earlier books on the cinema are again apparent—the enthusiasm for the British documentary for instance. His survey is a useful introduction, although it contains little that is new. Where, one wonders, is that body of æsthetic criticism and serious inquisition into the peculiar qualities of the film, which would do for the British cinema what Cahiers du Cinema has done for the exciting new French film directors?

The last three books to be briefly mentioned all deal with the Englishman's favourite preoccupation—sport. COME IN BARRY (Cassell. 18s.) is by W. Barrington Dalby. Boxing has been the author's lifelong passion and his reminiscences of the ring transmit something of the excitement of the sport, even to a cowardly pacifist like myself. THE REAL MADRID BOOK OF FOOTBALL (Souvenir Press, 15s.), edited by Ramon Melcon and Stratton Smith, with contributions from leading European footballers, tells the story of the Spanish club and the way it has revolutionised Soccer. LAWN TENNIS (Arco. 12s. 6d.), by C. M. Jones, a former England International player, is a textbook for the beginner, full of advice and good sense.

Jolyon Wimhurst

Pericles, son of Xanthippos of Athens, observed that all Earth is the grave of heroes, which seems to be a fairly unexceptionable statement and one used by Mr. James Cross for the title of his novel about the Paris underworld and the political chicanery which may have its roots there. THE GRAVE OF HEROES (Heinemann. 18s.) has many of the elements of a good thriller about it and when the scene shifts to the South of France the action is correspondingly less turgid, less confined and more, a true reflection of the author's powers of invention. Extremely readable.

A detective story with the background of a London newspaper office, NEWS OF MURDER (Macdonald. 12s. 6d.) is by Mr. Anthony Lejeune and I hope that he will not object if I say that I enjoyed the accuracy and the completely genuine detail of the setting at least as much as I enjoyed the spirited business of the lethal pursuit of drug traffickers. Plays about back-stage life, novels about reporters and written Cockney dialogue seem to provide more easy pitfalls than any other literary contrivances. But Mr. Lejeune's picture of Fleet Street at work is as typical as the outward cynicism and the inner generosity of newspapermen themselves among their own kind.

Mr. Patrick Quentin, author (or pair of authors?) of many first-rate thrillers, now produces twelve short ones in a volume entitled THE ORDEAL OF MRS. SNOW (Gollancz. 16s.). The best of these by a long chalk is not the title story (which is passably ingenious but contains one piece of reasoning which is just downright silly), but the last tale of all. Even if I had not already been prejudiced in favour of this because its title—*This Will Kill You*—is one that I have long wanted to see in print, I would still have appreciated its craftsmanship, its wry twist and the simple fact that it seems to be better written than any of its eleven companions.

Vernon Fane

Geoffrey Clarke, the British sculptor, in front of his window for the recently opened Ipswich Civic College

GERTRUDE BELL

Gertrude Bell died in 1926, at the age of fifty-eight. She was a legend in her lifetime and the legend lives on. It is no exaggeration to rank her among the greatest women of the century. A brilliant scholar, of tremendous vitality, courage and industry, she impressed all who knew her and her work as explorer, archæologist and Government servant. The world she worked in had still a sense of permanence. It is the character of Gertrude Bell which keeps alive the legend of her, forty years after her death.

That is brought out admirably in Elizabeth Burgoyne's GERTRUDE BELL FROM HER PERSONAL PAPERS Vol. 2 (Ernest Benn. 45s.). True, the Home Government, floundering in the problems of bringing the Arab world into play, could not do without her and her shrewd, prophetic reports. She worked as an equal, greatly loved and trusted, with the leading men in all her fields, Cox, Cornwallis, Loraine, Chirol, Woolley, in particular. Her letters, especially to her father to whom she opened her heart, in their confidence, humour and irony, are a key to her character.

She had staked her life on the fortunes of Iraq. The Palestine Mandate evoked from her the comment: "Upon my honour, the Arabs have got the soul of truth in them, and we have not." The family fortunes declined after World War One and Miss Bell could not afford to sacrifice her salary as Oriental Secretary and leave her beloved Museum, though she well knew that life in Bagdad was then shortening her life. There she died and there she is remembered *aere perennius*, with the gratitude of the Arabs, to whose welfare she gave her life. Her letters and diaries, which reveal herself as nothing else can, deserve this long second instalment to revive in Britain the memory of a very great Englishwoman of Florence Nightingale rank.

John Gore

MODERN MATERIALS FOR A MODERN SCULPTOR

One of Britain's most successful young sculptors, Geoffrey Clarke, uses materials developed in the modern "plastics" revolution. In order to make the intricate pattern for a recent commission he employed one of the newest types of plastics—"Styrocell" expanded polystyrene. The commission was for an aluminium and stained-glass window for the Civic College at Ipswich, opened by the Queen at the end of July. Geoffrey Clarke lives at Hartest, in Suffolk. There he has built a foundry to do his own casting. The material he uses is LM-6, an alloy of aluminium and silicon employed for the manufacture of supersonic aircraft. A former student of the Royal College of Art, Geoffrey Clarke's early work gained recognition at the 1951 Festival of Britain and he has since been commissioned by leading British architects such as Sir Hugh Casson and Sir Basil Spence. He has made three windows for the nave of Coventry Cathedral.

The sculptor in his home-built foundry

Preparing the pattern for the window

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Godfrey Mitchell

As chairman since 1930 of George Wimpey and Co. Ltd., Sir Godfrey Mitchell is head of one of the biggest contracting organisations in building and civil engineering and mechanical and electrical engineering in Europe. When Sir Godfrey bought the goodwill and assets of George Wimpey in 1919 it was a small, long-established roadmaking and contracting business. Godfrey Way Mitchell was born in 1891 and was educated at Aske's School, Hatcham. He was employed in the London office of his father's business, Rowe and Mitchell, owners of roadstone quarries in Alderney, from 1908 to the outbreak of the First World War. Sir Godfrey served in France with a temporary commission in the Royal Engineers, being demobilised in 1919 with the rank of captain. Knighted in 1948, Sir Godfrey has served in a number of public bodies, as a part-time Director of the National Coal Board; as a member of the Fleck Advisory Committee on the N.C.B., and as a Master of the Worshipful Company of Paviors. Since 1957 he has been a part-time member of the Restrictive Practices Court. Sir Godfrey is a widower with two daughters, both of whom are married, and six grandchildren. He lives at Wilton Place, Beaconsfield, in Buckinghamshire. In his spare time, he plays weekend golf, according to his own estimation "very badly"

EQUIPMENT FOR THE OFFICE

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Is Britain becoming a "service economy"—and, if so, is it a Good Thing? Quite an amount of esoteric economic and sociological argument has been devoted to this question in recent years, following rather similar discussions in the United States. Briefly, what it revolves around is this. In theory, it can be argued that as the standard of living in any country rises you first get fewer and fewer of the population engaged in "primary industries"—farming, mining, the basic production of raw materials. The working population moves into "secondary industries"—the processing of materials and the manufacturing of physical products. Then, as people's incomes rise further, the proportion engaged in "tertiary industries"—services, professional and public, like doctoring, hairdressing and transport, communication, the law, accountancy, finance, and entertaining—grows in its turn: we spend more of our income on having things done for us in various ways than simply buying things or consuming food. Theoretically, the economists have always tended to argue that this is a good thing: we move from eating enough, to having enough possessions around the place, and then to an increasing degree of convenience and culture in all our activities.

The United States, a few years ago, was noting this shift from "blue collar" to "white collar" work as a measurable and quite rapid development in its economy. The efficiency with which manufacture of goods is developing automation and other labour-saving devices to reduce the labour force required for a given output of goods, or enabling output to go up without the manufacturing labour force increasing as much as the total employed population, was counted as an index of prosperity and progress, which undoubtedly it was. More recently, with total output in America growing more slowly, or by fits and starts, it has had the inconvenient development that employment in services is not expanding fast enough to take up all the labour that technique is "releasing" from jobs in, say, Detroit and Pittsburgh; so that even the forecasters who are now predicting a period of more rapid growth than for six or seven years past are also, in many cases, predicting a solid and possibly growing core of unemployment, too.

In Britain some M.P.s have recently raised the question of whether Britain's slower growth than Western Europe might not be partly due to a similar shift into services. Because, on the whole, output and labour productivity goes up more slowly in services than in production, and it may not be as much help to the balance of payments: productivity in hairdressing, for example, is hard to increase except at the expense of quality (how many good hairdressers nowadays use the electric clipper?) and it can't generally be exported (except by giving tourists the occasional haircut). Some service industries do seem to soak up labour, in a country where certain manufacturing industries are notoriously short of it; and their output per head does in general rise more slowly, though this may be partly due to the difficulty of measuring output in many service industries.

This month, having looked at the argument, the President of the Board of Trade said that manufacturing, at any rate, now employed a larger proportion of the working population than it did just before the war; that distribution, one of the trades in which many people fear labour is often wasted, did not on balance yet employ as large a proportion as in, say, 1938; and that while it depended somewhat on which trades and industries you allocated to each category, it *wasn't* simply possible to argue that Britain's economic growth was being slowed because it was becoming a service economy.

However, "it all depends on what you mean" by service, by white collar jobs, and the like. Within manufacturing, it is also clear there has been a steady growth in the number of people classed as administrative, professional and clerical workers, against fewer and fewer actually on the shop floor. This is not simply due, either, to extra research workers, supervisors, maintenance technicians, and designers: the indications are that ordinary "people in the office" are growing in numbers more than production operatives, as well. Productivity in the office, one is inclined to guess, rises much more slowly than on the factory floor, though the one job is essential to keep the other informed and organised. Yet one of the most rapidly developing industries in Britain is now mainly engaged on stepping up productivity in just this white collar sector—the office equipment industry.

You notice this, almost imperceptibly, in your own office. As against say, ten years ago, I find myself equipped with a small dictating machine for putting down notes and memoranda rapidly in intervals or on trips; my secretary sports a somewhat more elaborate typewriter; if I want to copy out some written or printed data she does it on a xerographic machine, taking a few minutes for what might have taken her hours. Certain kinds of filing cards and visible systems, of a kind that were familiar, I admit, in the United States perhaps thirty years ago, have come imperceptibly into the offices of people who on balance are inclined to be sceptical about overmuch system, and to argue, "Of course, what I do is unique. You couldn't hope to organise it."

On occasion, admittedly, the advance of office technology proceeds by rather odd routes. The electric typewriter, for example, is a high-production machine of considerable complexity and cost; its advantages in speed (and comfort) are significant but not dramatic; it is moderately expensive. The obvious benefits of investing in it would best be obtained, a production engineer would probably argue, in departments where a large number of separately typed copy letters had to be despatched—say, in certain kinds of canvassing or rather classy mail-order, or very large-scale and well-organised typing pools. Are these the places where electric typewriters are, in fact, used? Gradually, they may be penetrating these areas of "mass production" in typing; but in most offices I know they came in first with the secretary most of whose time is spent in far more important things than typing; and these high-production machines function much of the time, idle, as simply a prestigious object.

Nuts, screws, small studs and many turned parts are produced in the automatic lathe department of Remington Rand's Hillington, Glasgow, factory. **Right:** The completed typewriters are given exhaustive tests at the factory by senior operatives

However, sales of these objects, for prestige or production, are now picking up; they represent perhaps 15 per cent. of the market for standard-sized typewriters, which is in total expanding quite significantly (though the most rapid growth is still in sales of portables, most of which go into the home). Total deliveries of all kinds of office machinery in Britain, last year, rose from a value of £55,800,000 to £65,700,000, and this rapid rate of growth is still continuing. The industry is one of the few still able to claim records in exporting, also: in the first six months of this year it exported goods worth £20,026,061, its best total ever. There is quite a significant import trade, too, particularly in typewriters, where imports and exports are roughly in balance. But this does not derogate from the industry's achievement.

This is an industry in which much of the technology is not exceptionally advanced; the office equipment business is not quite sure whether it ought to claim computers within its demesne, though most of these, eventually, will work in offices and will make radical changes in their capacity and organisation. It certainly includes a wide variety of accounting machinery of growing complexity; and the whole field of dictating equipment, inter-office communication, and the like brings electronics in again. But quite a significant part of the new products that are constantly coming forward in the office equipment business represent fairly simple technique and materials used with ingenuity to make ordinary operations easier. This kind of ingenuity, which operates on so many fronts, is one of the most valuable qualities any industrial nation can command; and a steady advance in it, backing up the more spectacular technical achievements that take far bigger steps but in the nature of things come less often, is what keeps an industry really "progressive."

From the coast of Fife looking towards East Lothian, the view shows the Forth Railway Bridge and construction work on the new Forth Road Bridge

CHANGING SCOTLAND

Being built at a cost of £15,000,000, the new road bridge across the Forth is due to be completed by the end of 1963. With an overall length of 5,980 ft., the structure will be the longest of its kind in Europe and the fourth largest in the world. Work on the substructure has been carried out by John Howard and Co., Ltd., and the superstructure is being made by the A.C.D. Bridge Company. On the A8 between Edinburgh and Glasgow B.M.C.'s new factory is due in production at the end of the year. In the three buildings, each over 1,000 ft. long, commercial vehicles and tractors will be made. Main contractors for the factory are Melville, Dundas and Whitson, of Glasgow.

Construction is nearly finished on the huge factory of the British Motor Corporation at Bathgate, West Lothian, between Edinburgh and Glasgow

KENTISH LANDMARK

A distinctive feature of the Kent landscape is the Kingsferry lifting bridge which provides the sole link between the Isle of Sheppey and the mainland of Kent. It now stands by itself, the old road-rail bridge having been recently demolished. The new structure, opened last year, is of a type rarely seen in Britain and was, in fact, the first of its kind to be constructed in the United Kingdom since the last war. Its reinforced concrete towers are 130 ft. high and the lifting span, which can be clearly seen in the two pictures, rises to give a 95-ft.-clear headroom above the high-water mark, thus enabling larger ships to negotiate the channel without difficulty. A further important advantage which the new bridge has over the old is that provision has been made for an extra 35 ft. in width between the towers which gives it a navigational opening of 90 ft. The main contractors were John Howard and Co. Ltd., who also had the task of demolishing the old bridge. The structure is 650 ft. long and 50 ft. wide, and carries a single-line railway track, a 24-ft.-wide roadway and a 6-ft.-wide path for pedestrians. Mott, Hay and Anderson were the consulting engineers for the project and sub-contractors were Dorman Long (Bridge and Engineering) Limited, for the steelwork and Sir William Arroll and Co. Ltd., who supplied and installed the bridge's machinery.

INDUSTRY AND THE STOCK MARKET

JOINING THE SIX

By "THE SPHERE" CITY CORRESPONDENT

"It is plain that should we join the 'Six,' inefficient producers who have for long sheltered under the umbrella of a high tariff in the home market will feel the fierce wind of competition which they have never before experienced." This point was stressed recently by a leading firm of stockbrokers analysing the investment prospects arising from Britain's possible entry into the Common Market. To assess the effect of entry on individual British companies, the first step is to estimate which industries will gain and which will lose from an association with Europe. Remembering that the effects of entry, if it takes place, will not appear for another five years, the overall position is clear enough. Industries likely to gain are those that do not enjoy tariff protection, which are already exporting to Europe or which are meeting with success against European competitors in outside markets. The successful industries, too, will not use imported materials which may have to bear duty if this country joins the Six, nor will they depend, say, on subsidies to their customers which may disappear in the Common Market. By these criteria, industries likely to benefit would include chemicals (though possibly not fertilisers), tractors, commercial vehicles, electric domestic appliances, textile machinery and general engineering. This does not mean that all companies in these groups will benefit. Investors who try to reckon with the effects of the Common Market must confine their attention to the large and well-run units in each sector. In the Common Market, companies who have already established growth records should succeed best.

On this basis, any Common Market portfolio should include Imperial Chemical Industries. One of the world's largest companies, I.C.I. trades in an important growth sector where British firms should do well against European, especially German, competition. I.C.I. are also well established in synthetic fibres, where British industry is reckoned to have an important lead over all companies outside the United States.

In Britain's motor industry, City choices for the Common Market centre on Leyland, the commercial vehicle-makers, and on Jaguar cars. Leyland have achieved some notable successes in overseas markets against competition from German firms, the only large commercial vehicle-makers on the Continent. Jaguar now have an unrivalled position in sports-saloon production, and are selling to Europe even over the existing tariff barriers. Electric appliance makers are already doing well over tariffs in Europe while rising living standards could mean a marked improvement in demand. British appliance makers have suffered, however, from credit restraint moves in the home market while there is no single group to compare, say, with Philips Lamps, of Eindhoven. Best choices are Hoover, pre-eminent in washing machines, and Thorn Electrical which has a leading place in both radio and television and in lighting. One technical problem, however, remains, in that British television now operates on 405 lines against 625 lines on the Continent.

In heavier industries, the pattern of advantages to Britain emerges rather less clearly. Two complicating factors are the importance of the State as a customer throughout Europe, as in electrical equipment and railway goods, and the effect of transport costs.

British steel firms should gain from a link with Europe, though prices may have to change rather more frequently. Certain light sections of the steel industry may feel competition, such as wire and rods, but the British steel as a whole remains highly competitive with Europe's. The outstanding equity remains United Steel, which is interested directly or indirectly in every aspect of steel-making. Steel Company of Wales, as a leading sheet and tinplate producer, should also gain.

Apart from the direct effects of a link with Europe, one of the most important results of Britain joining the Common Market will be to make national income increase faster than would otherwise have been possible. This means that many companies which will not suffer directly from European competition or gain through the opening of new markets will benefit from the larger spending power of Britain's consumers. Leading store groups, such as Marks and Spencer, United Drapery and Woolworth should gain, as should the Big Five banks. Outside the Big Five, investors might also consider National Commercial of Scotland, which has a relatively large stake in hire purchase finance.

For the same reasons, companies operating in television, newspaper and the whole range of entertainment business, in its widest sense, should gain from a link with the Six. Investors who feel unable to follow specific forecasts about the precise effects of the Common Market could well choose store or consumer shares. These equities, it can be argued, will not be direct losers or gainers whether or not Britain joins the Common Market. Consumer equities should stand to benefit from any improvement in Britain's standard of living whatever the source. In the future, as in recent years, consumer shares should prove a sound holding for long-term investors.

GOOD LIVING

By Ganymede

Writing about a memorable meal at Le Mont-Dore a few weeks ago, I promised my readers (and myself) to write again about the food and wine of the Auvergne. The Manoir de Viginet is near the mountain spa of St. Nectaire, famous for its Auvergnate Romanesque church of the twelfth century, its Roman baths and cheese. Only recently has the hotel been converted from a somewhat neglected country mansion into a most luxurious small "Relais de Campagne." It has a magnificent position, standing well above the road in extensive grounds, overlooking a wooded valley with a view across to rising mountains. It has complete seclusion and prides itself on its peace and quiet. This virtue is further developed by efficient sound-proofing of all the rooms, which not only have every comfort imaginable, but are most exquisitely furnished in different periods with genuine antique furniture. This also applies to the low-ceilinged dining-room with its enormous fire-place.

At the hotel I enjoyed the pleasure of eating out of doors, in front of the house, under a bright umbrella giving shade from the blazing sun. We were visited by wasps, but they appeared to be too well trained to attack anyone. The *Terrine du Chef* was worthy of our magnificent surroundings, and the *Truites de Torrent* which followed brought home how insipid and tasteless most of the trout one gets everywhere really is. These were smaller, but full of flavour and perfectly cooked in butter. Instead of the silly slice of lemon, which I always find unmanageable, we were offered freshly-cut half-lemons from which one could squeeze

The homely French hotel, Le Buron, on a hill overlooking Le Mont-Dore

just the right amount of juice. The *Poulet au Champagne* is a speciality of the house, a chicken, full of its own farmyard flavour, cooked in champagne. The *Tarte aux Fraises* was well up to the standard of the rest, prepared by the young specialist *chef patissier*, whom I had a chance to meet afterwards when visiting the magnificent kitchen. He was busy preparing the *brioches* and *croissants* for next morning's breakfast. The Manoir is not cheap, but it aims at luxurious perfection. I was told by the proprietor, Mlle Solange Bonehut, that her hotel is often the haven for big industrialists and politicians from Paris. Needless to say, the cellar matches the rest.

Le Buron is an entirely different sort of place. It stands on a hill overlooking Le Mont-Dore at a height of nearly 4,000 ft. and quite close to the beautiful golf course. Its atmosphere is much more homely, and its cooking could be more accurately described as bourgeois, in the manner of the Auvergne. Here we started with *Melon glacé* of the Charantais type, which I found quite common in this part of France, and always in fine condition. The *Jambon d'Auvergne* (raw, thinly sliced) made an excellent *hors d'œuvre* in preparation for the great speciality of the house, *Gigot en Croute*. This was brought to our table by Madame herself, and carved by her on the wooden *planche*. The leg of lamb had been partially de-boned, and the space filled with lambs' kidneys, the whole completely encased in the lightest imaginable *pâte feuilletée*, and cooked to a delicious tenderness with all the flavour of meat and kidneys retained. This was so good that I could not resist the offer of a second helping, although the *Pommes au Gratin*, another speciality, accompanying the *Gigot* was also quite irresistible. The potatoes were finely sliced, cooked in a dish in a little stock, and sprinkled with grated cheese browned in the oven. We needed a pause before we could look at the cheese board, which was truly "*Fromages du Pays*," as described on the menu, including *St. Nectaire*, and *Fourme d' Ambert* of Cantal. To nibble at small samples was all I could do, before this memorable meal concluded with some very good *Patisserie Maison*. I did mention the local red and white wines in the previous article. This time we had a charming *rosé* through the whole meal. This was another one of those local wines one does not see outside their own country, a Corent.

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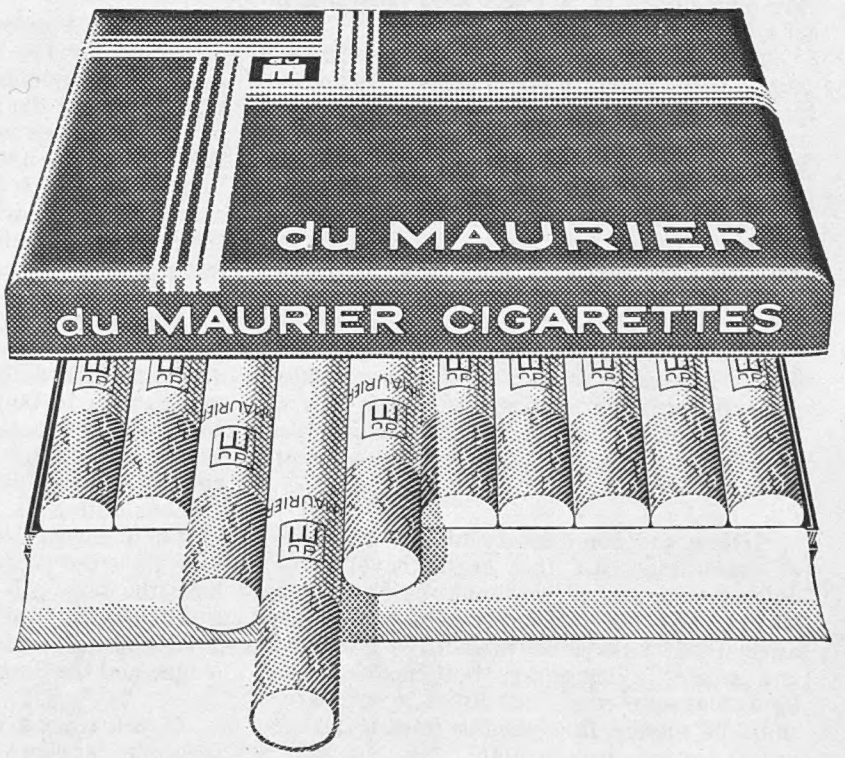

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MOTORING

MORE TRAFFIC THAN ROAD

Testing the Renault Floride and other topics

By **COURTENAY EDWARDS**

There is still a vast amount of leeway to make up where British roads are concerned. Traffic density is, indeed, growing at a faster rate than the tempo of road improvement. It's rather like the petrol-pump attendant who said despairingly to the owner of a huge V-8-engined American car: "Do you mind switching off, sir? She's gaining on me!" We want a much bigger, long-term road programme embracing not only motorways but—even more important, in my opinion—the conversion of existing main roads into twin-track highways with a central division. I am convinced that this "doubling" of our present trunk roads can be the biggest single factor in checking the accident rate and keeping the traffic moving.

A good start has been made on the Great North Road (A 1), which is beginning to merit that name for the first time since the Romans. With the opening of the Doncaster motorway by-pass recently by Mr. Ernest Marples, Minister of Transport, the total length of dual carriageway open to traffic on this road rose to 119 miles. A further 42 miles are now being built, work will start soon on another 10½ miles and preparations are in hand for the doubling of 75 miles more.

"Soon," said Mr. Marples as he cut the tape (or whatever it is Ministers do on these occasions), "we shall be well past the halfway mark on this, the first of our five great projects in the road programme." After the Doncaster ceremony the 2½-mile Biggleswade by-pass came into use in time for the August Bank Holiday traffic, plus another 2½ miles of newly-dualled road at its northern end. This five-mile stretch of A 1 has been modernised at a cost of £1,000,000.

Apart from actual road-building, whether new construction or modernisation, the Transport Ministry is doing much to improve the traffic flow in town and country by encouraging the extended use of one-way traffic systems and by greatly stepping up the mileage of roads designated as "clearways." As I briefly recorded last week, the mileage of Britain's clearways has lately been increased by nearly 500 miles. There are now more than 600 miles of main roads in England and Wales on which stopping is forbidden. Any driver who has occasion to stop on a clearway must pull off the main carriageway either into a lay-by (indicated by a broken yellow line separating it from the main carriageway) or on to the verge.

It is a sad commentary on the mentality of many motorists that roads have to be defined as clearways. It should be obvious to all that stopping at the side of a busy traffic artery reduces the effective width of that road and creates a temporary bottleneck of the kind that our road authorities spend large sums of money to eliminate (mostly at the urgent request of motorists).

But motorists persistently indulge in this selfish practice and I should imagine that the clearway system will eventually lead to a firm rule that no stopping at all will be permitted on designated main roads (except in emergency). Before this happens it is desirable to make provision for many more lay-bys, parking areas and off-the-road stopping-points for buses and coaches.

It has long been recognised by traffic engineers that in ancient towns like London with streets of a crazy if delightful pattern (when compared to the monotonously uniform "grid" pattern of more modern cities like New York) intelligently-planned one-way traffic systems can do much to accelerate the traffic flow. In London the newest example of this, following the success of the Park Lane scheme, has been the one-way flow in the Tottenham Court Road area. Mr. Marples has now announced his intention to introduce an experimental scheme for Baker Street-Gloucester Place area. He has also given details of a plan for another experimental system affecting Oxford Street, with traffic flowing along this famous shopping thoroughfare only in a westerly direction and eastbound traffic going either along Wigmore Street or Upper Brook Street.

The rear-engined Renault Floride. The convertible version costs £1,194 inc. tax

At the London lunch at which the price-cuts for the re-engined Hillman Minx range were announced, Lord Rootes hinted tantalisingly at the prospect of another Minx being announced at the time of the Paris Salon. He was not referring to the so-called Baby Minx, which is not due until the end of next year at the earliest, so it is not surprising that motoring enthusiasts have been speculating about the nature of the new Rootes model.

In view of their well-established policy of using the same basic body shell, with suitable variations, for different Group models, there would seem to be a possibility that the new Minx will have basically the same bigger body as the new Singer Vogue, though the front end, of course, would be entirely different. Rationalisation is favoured by the Rootes Group in engine size as well as in basic styling, so what's the betting that the new Minx will have the same 1.6-litre engine (perhaps with a different detailed specification) as has now been adopted for the existing Minxes, the new Vogue and the Singer Gazelle?

If you want a car whose lines passers-by invariably admire, with a top speed comfortably in excess of 75 m.p.h.; a car which can be driven either open or closed to suit the weather or the season; a car which gives well over 40 miles for every gallon of petrol poured in and of whose acceleration you need never feel ashamed, I can think of no car which would suit you better than the Renault Floride.

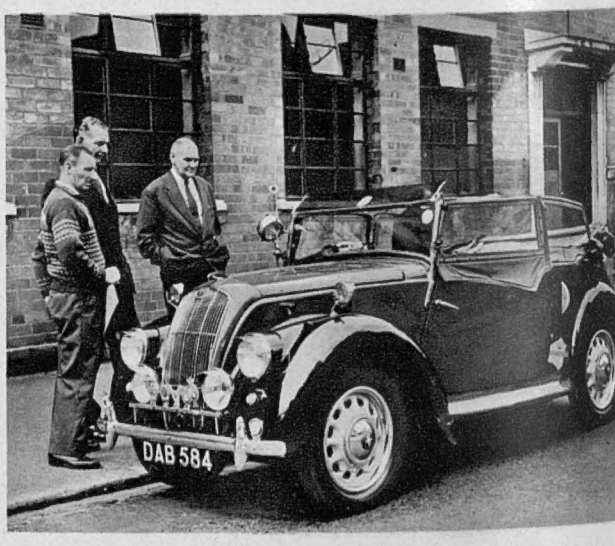
I used one of these elegantly-styled French cars recently on a journey to the north of England and whether I was driving excitingly on M 1, hesitantly in congested city centres or prudently on summer roads made treacherous by the rain, I found this rear-engined, sophisticated sister of the chic little Dauphine a car which endeared itself to me more and more. It has an engine of 845 c.c., four gears, useful luggage-space where the engine usually is (it handles best when this is well laden), seats for two grown-ups, room for two small children at the back and a hard-top version which gives saloon comfort with provision for the "roof" to be taken off altogether quite easily, leaving the owner free to use the neatly-concealed folding hood if the weather should turn sour. The ordinary convertible costs £1,194 (including tax); the hard-top has a price-tag of £1,270; and the fixed-head coupé will set you back £1,238.

On this page is a picture of a lovely old Morris 8, 1939 vintage, and officially known as the Series E tourer, which is the pride and joy, and rightly so, of Mr. George Griffin, who works in the oxy-acetylene maintenance department of Nuffield Metal Products. When he bought it in 1948 for £175 it had 42,000 miles on the clock. He took it to pieces, like an old watch, and rebuilt it. In five weeks he turned a bit of a heap into a showpiece and, to the admiration of his friends and neighbours, he has kept it that way ever since. It now has some 132,000 miles on the clock!

Good on you, George, as our Australian friends would say. This is pride of ownership of the first order: a virtue which seems to be disappearing in these days when so many cars have to be left permanently out of doors through lack of garage-space.

Briefly. . . . There will be another exciting tussle between the Italian Ferrari and the E-type Jaguar in the three-hour Tourist Trophy race at Goodwood this Saturday. . . . Mr. Stuart Turner, ace British rally navigator and accountant-turned-journalist, is to succeed Mr. Marcus Chambers as competition manager for the British Motor Corporation. . . .

In 1960 there were 763,365 convictions for motoring offences in Britain's magistrates' courts, an increase of 2.8 per cent. over 1959. Dangerous driving increased by 15 per cent. and 828 more motorists were sent to prison. . . .



Mr. Griffin (extreme left) and his 1939 Morris 8

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House,* 13-15, *John Adam Street, London, W.C.2.*

TO SUPPLEMENT the "Yachting" article which appears regularly in *The Sphere*, some notes on hotels for yachtsmen seem appropriate at this time of year.

The South Coast is, naturally, the part of the country most favoured by yachtsmen of all kinds, and Chichester Harbour is, because of its nearness to London, well patronised both by dinghy sailors and owners of heavier craft. Those that can sleep aboard are naturally more concerned with places where they can get a good meal and one that I can recommend is the *Old Cross Inn* in CHICHESTER. Situated in the centre of North Street, some 200 yards from Chichester's Market Cross, the fame it has acquired for excellent cooking, fine wines and a friendly efficient service is due to the personal interest, detailed attention and planning ability of its landlords—Mr. and Mrs. Derek Bates. Not a year goes by without some improvement being made, so whether you prefer the Regency Buffet, the intimate Tudor Dining-Room and have cocktails (try a whisky sour) and coffee after dinner—Gaelic perhaps—in the Mediterranean Lounge, you are most unlikely to go out dissatisfied.

At BOSHAM, with its thriving sailing club, is a small guest house-cum-hotel called *Critchfield*. Success revolves round individuals, and *Critchfield* has built up an enviable reputation over the last eight years entirely due to the personal efforts and culinary skill of its owner, Mr. F. J. Wills, and his sister.

Six double bedrooms and one single is the extent of the bedroom accommodation in the house but, for ourselves, we should choose the chalet and studio bedrooms across the old world garden where mulberry and gnarled apple trees rest happily. Well-polished antique furniture adorns each room and corridor, though the dining-room, in which we had a delicious lunch, is attractively and originally furnished in contemporary style.

If you are able to journey farther afield of an evening, then the *White Horse Inn* at CHILGROVE should be your aim. Here, throughout the year (Mondays excepted, when the kitchens are closed), Mr. and Mrs. C. Krall offer *à la carte* lunches and dinners in charming surroundings, so delicious in flavour and presentation, that this *White Horse* is becoming as internationally famous as its Austrian namesake. Such is its mouth-watering reputation that it is generally essential to book one's table days and sometimes weeks ahead.

Nine miles south of the City of Chichester, on SELSEY BILL, and not far from either Itchenor or Birdham, is the *Trees Hotel and Club*. Lying back from the main Chichester to Selsey road in three acres of grounds, it will be found on the right just before entering the village; two minutes' walk from the golf course and three minutes' car-drive to sands and sea.

The growth of *Trees* (both structurally and in popularity) is due to the enthusiasm, energy and friendliness of Mr. and Mrs. R. Hesse, who are personally indefatigable in the welfare of their guests.

The model kitchens are the key to a genuine interest in food preparation and presentation. There are two lounges, both small, pleasant rooms, one with television, a most popular amenity, and a cocktail bar where holiday-makers are made most welcome.

PORTSMOUTH is more a naval base than a yachting centre, but for those in the district who are looking for a good place for a meal note the *Keppel's Head* on the Hard. To say that it is famous for food is no overstatement. Whether you dine or wine in the restaurant or forgather in the "Nut" below for a snack or a plate of smoked salmon, the catering is intelligent, interesting and varied. Under the personal direction of Mr. and Mrs. N. W. McKay, whose progress in the hotel world we have followed for some years, we are happy to recommend this *Keppel's Head*.

We move westward now to Devon and Cornwall, with their safe anchorages and sheltered harbours. DARTMOUTH is a typical example and, if you don't mind a climb from the harbour, try a meal at *Townstal House Hotel*. Once a country house (although overlooking the harbour), it has been restored by the resident owners, Mr. and Mrs. Ambrose Baker, and, to-day, we feel you will sense a happy and peaceful atmosphere as soon as you enter. Furniture, fittings and the honest, yet imaginative, catering fit into the general picture, while the final touch is the garden, providing sunshine and shade, fresh flowers and vegetables, with memorable views of river-mouth and sea. While Mrs. Baker will in all probability welcome you on arrival, her husband, being a Swiss-trained chef, will be in his kitchen. Among his specialities are delicious sweets, really good coffee and home-made brown bread.

Across the water at KINGSWEAR there stands the *Redoubt Hotel*. As its name implies, it is situated on high ground commanding the entrance to the harbour and a horseshoe bend of the River Dart, so that one side of the house has views of Dartmouth Castle and the open sea beyond, and the other of Dartmouth stretching from the Royal Naval College to the lovely upper reaches of the river towards Totnes.

Sloping lawns, gay flower-beds and stately trees flank the house and from a deckchair one can watch life on the water and at night-time look across to a fairyland of twinkling lights.

Yet position counts for nothing unless one can be sure of practical and interested management. Fortunately, Mr. and Mrs. J. E. House are, as resident proprietors, very much alive to the importance of comfort, cuisine, cellar and cheerfulness.

SALCOMBE has a similar estuary to Dartmouth and, towards its mouth, at North Sands, is the *St. Elmo Hotel*. It has a happy, informal atmosphere and the appointments are first class and in good taste. Yet it is the excellent food, plus a wide choice of wines at reasonable prices, which brings visitors back year after year.

Since our first visit we have revisited *St. Elmo* every year, and always we find some addition and some redecoration and refurnishing. Certainly Dr. and Mrs. J. B. Crabtree, its resident owners, who supervise everything, never sit still, in season or out.

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Write to-day to Miss A. Honey, M. F. North Ltd., 14, Cromwell Place, S.W.7. (Kensington 1212), for tariff of all the North Hotels and a useful map showing you the location of each hotel and the pleasantest ways to get around, Underground and overground.

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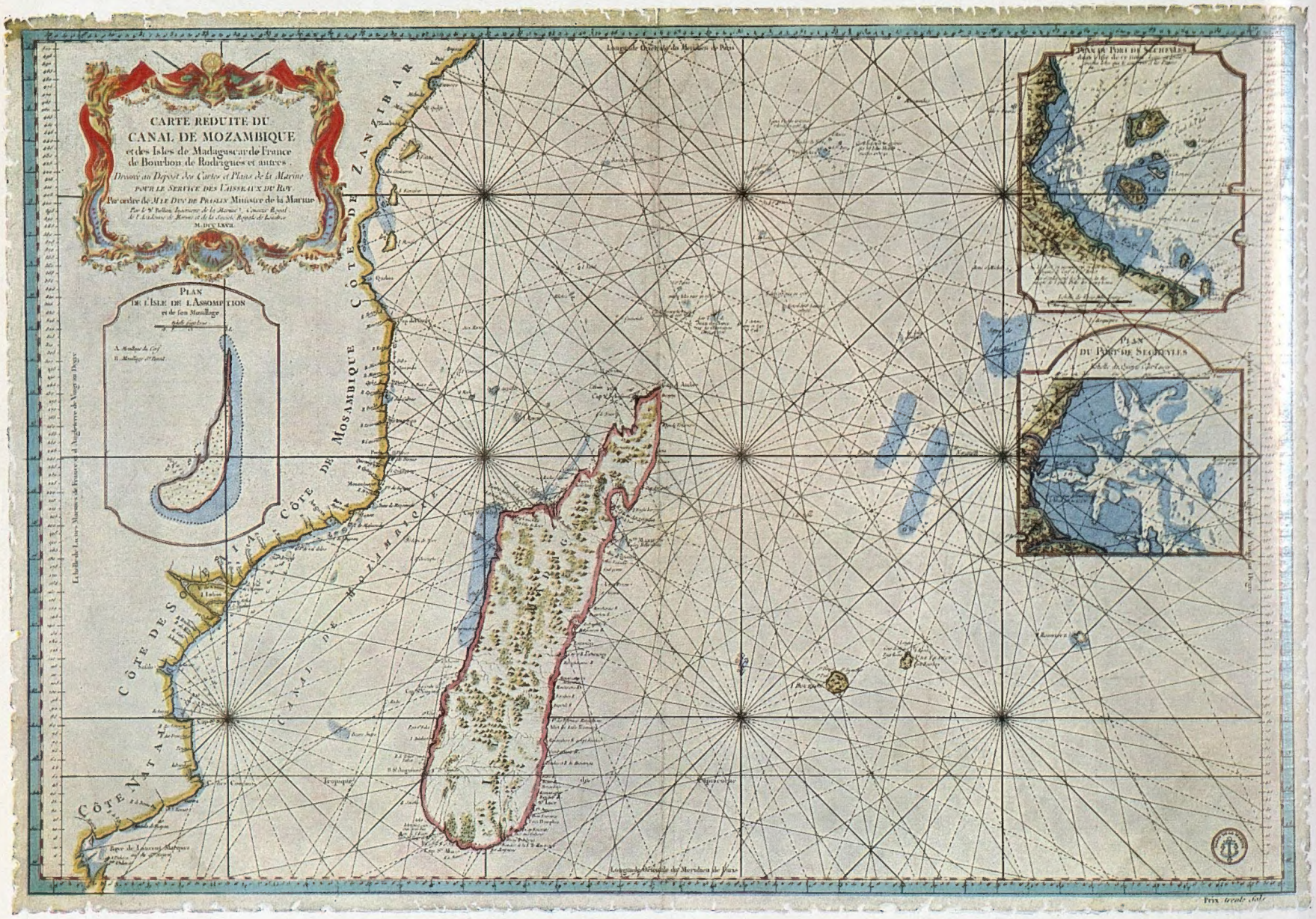

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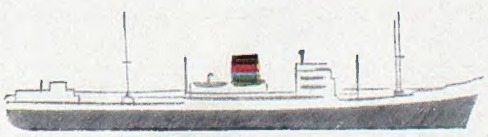

* Referred to thus in this, the third in a series of reproductions of old maritime maps. It is a French chart *pour le Service Des Vaisseaux De Roy*, dated 1767, and bears the insignia of the Ministry of Marine. The decorative cartouche is exceptionally fine.